DEFINING THE ALTERNATIVES

Park Plaza E.I.S.
Urban Design Staff - B.R.A.
4 February 1975


BOSTON
PUBLIC
LIBRARY

1. INTRODUCTION

A methodology for defining the density alternatives for the Park Plaza project was presented to the Civic Advisory Committee in a B.R.A. staff paper on January 9, 1975. Familiarity with that paper is assumed since it serves as a necessary introduction to this presentation.

In this paper the methodology is expanded and a series of alternatives are described. Defining alternatives that reduce density without compromising urban design objectives or economic viability is critical to this exercise.

To reduce the density of a given development program, yet maintain economic viability, either costs of development must be lowered, or revenues increased.

Revenues are raised or lowered by changing the rent levels. In the economic evaluation to date, rent levels have been assumed to be high - an assumption justified by the uniqueness and scope of the Park Plaza project. The amount of construction for each alternative is thus based on a high estimate of rent levels; lower rents would require more construction in each case. Appropriate rent levels and the ability of Park Plaza to market space at any given level are not specifically addressed in this paper. If Park Plaza is to market space at high rents, however, then a project either unique enough to generate a new market, or of better quality than the competition, must be offered so that the existing high rental market can be captured. A subjective assessment as to whether 'uniqueness' or 'quality' will be achieved is therefore necessary. Location of the project is one major factor in determining uniqueness or quality. The other is the extent to which a project can provide significant improvements - amenities such as a compatible mixture of uses, open space, an environment of consistently high quality, security, etc. The achievement of such improvements depends on how large and comprehensive the project is.

Costs can be lowered by a number of methods - cheaper construction costs, reduced taxes, lower interest rates and/or cheaper land. This paper focuses on lowering the costs of the land as a method of achieving the requisite alternative at lower densities. Land costs are one of the most readily manipulated variables of the development process. Also, of course, high land costs have been an economic justification for high density in Park Plaza. For these reasons the following discussion and examples directly translate reduced land costs into reduced density.

In Park Plaza, the land cost for complete acquisition, necessary relocation and clearance of all parcels (1, 2 and 3) is currently estimated at $26-million. 5.5 to 6.0 million square feet of new construction is required to absorb this land cost. If the density is to be reduced, then the total land cost to be absorbed must be reduced. This can be done by reducing the amount of land within the project area which is to be acquired, cleared and redeveloped.

In the January 9th report three major parcels were defined as the three major phases for the potential complete redevelopment of the overall project. Each parcel, as it is redeveloped, should function as a complete environment, yet contain no more elements than the developer could finance and market at one time. The overall area was also broken down into discrete sub-parcels with distinct boundaries, coherent images, and known land costs. The core area of Park Plaza was defined to include the empty lots, the redundant roads, the bus station and the two substandard garages in the center of the project.

Substandard

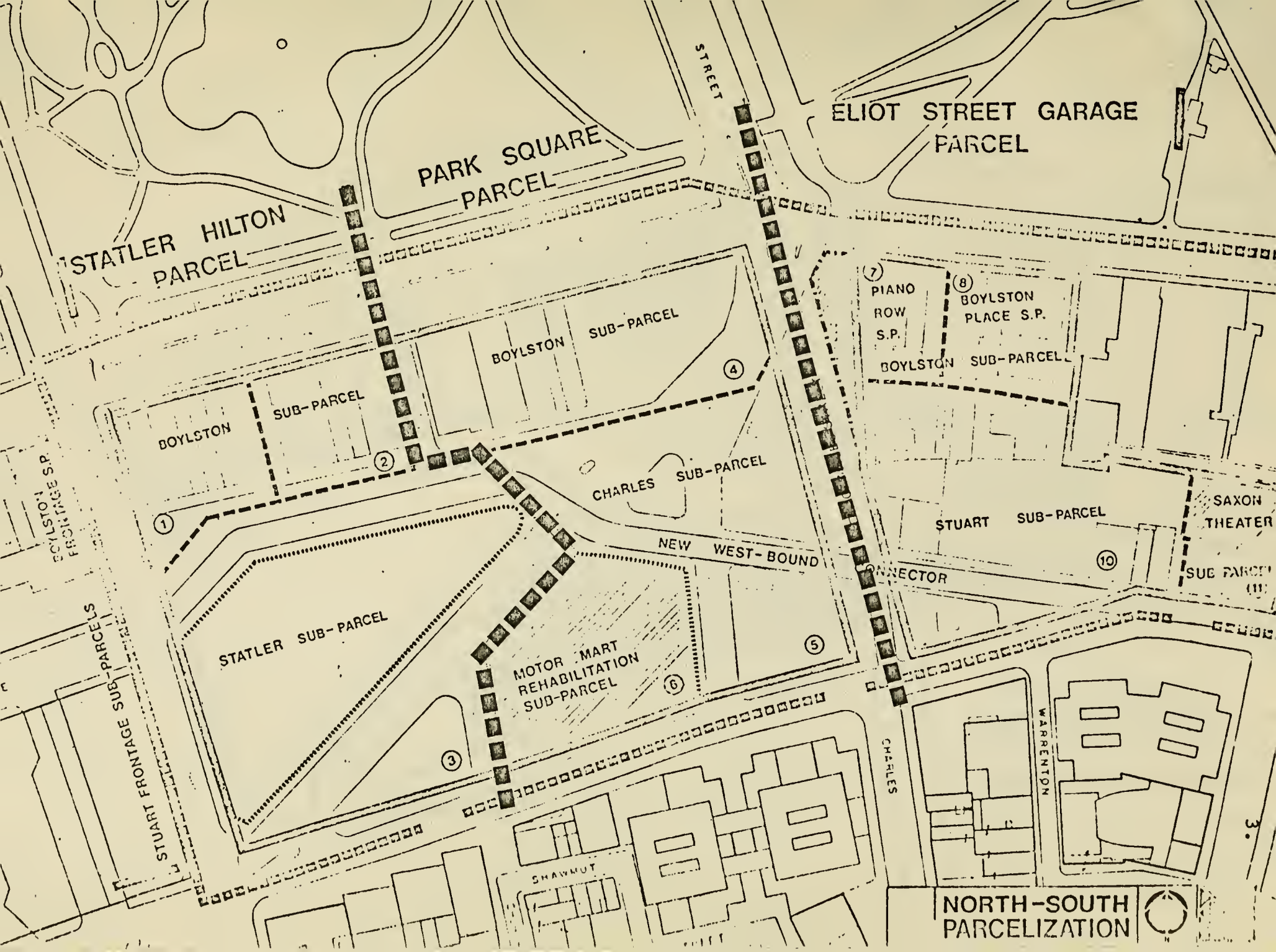
Within this core area complete redevelopment could accomplish all the necessary public improvements, i.e., New Charles Street and the new westbound connector, revitalization of the most deficient portion of Stuart Street, and the implementation of new north/south pedestrian paths. This core area includes all of the Park Square parcel, plus the Stuart Street sub-parcel (of the Eliot Street garage parcel). If one assumes that this area encompasses the core of needed improvements, the adjacent parcels can be examined and evaluated independently as to what the impact of rehabilitation versus clearance and new construction could mean in terms of design and environment, financing and marketing.

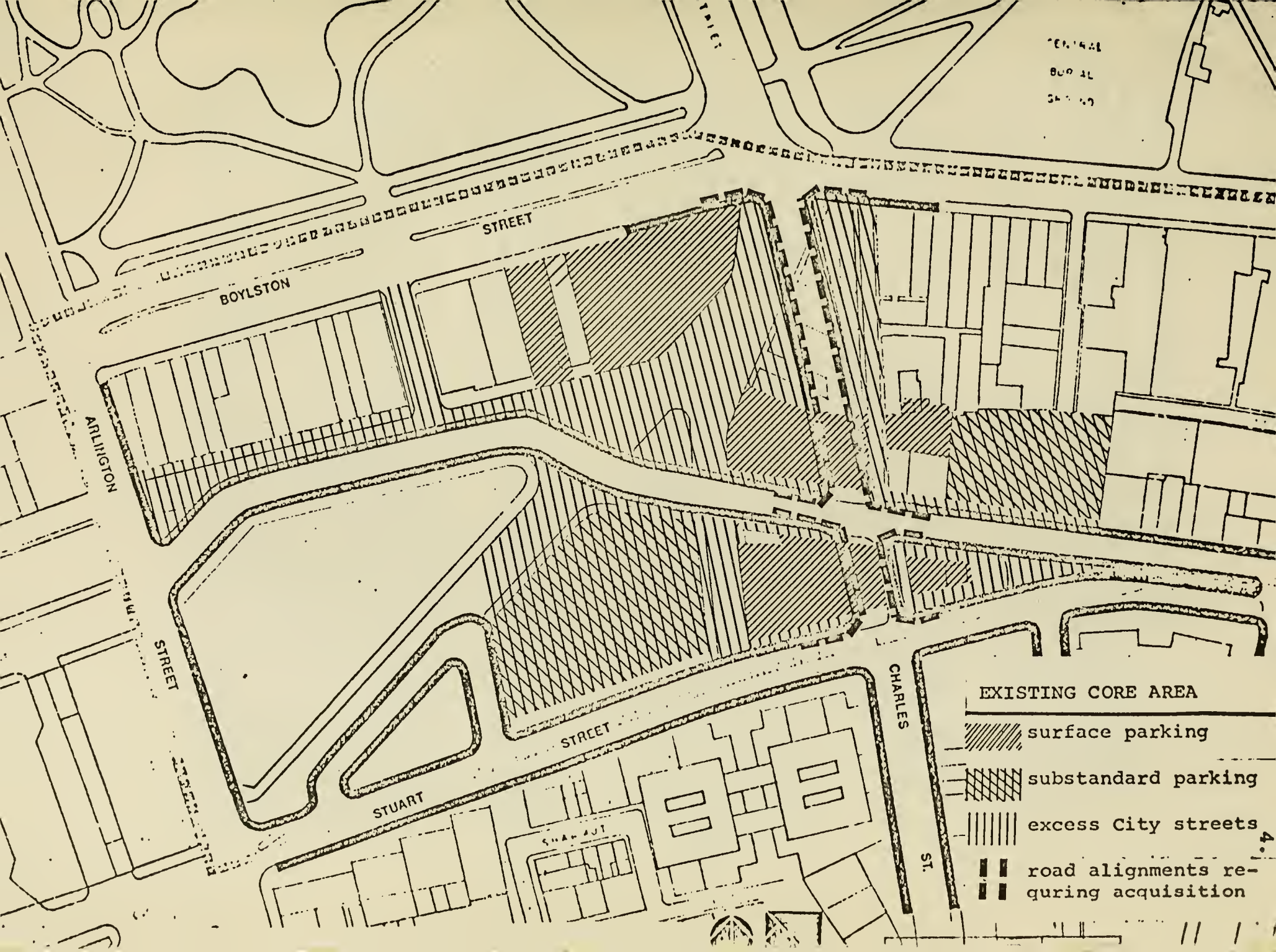
The overall site area and thus the gross square footage of development - the density - can be manipulated by addition and subtraction of the peripheral sub-parcels. These sub-parcels are shown on the accompanying map and are discussed on page 29 of the January 9th report.

The environmental review process must examine a range of alternative densities. The full range of total development for parcels 1, 2 and 3 can be described in physical terms as running the gamut from six million down to two million square feet of total building area. The maximum, six million square feet of

new construction, is the amount of new construction allowed under the Urban Renewal Plan. It closely approximates the amount of new construction needed to absorb the land cost associated with redeveloping the entire project area. It also approximates the developer's original proposal in scope and size. At the opposite pole, the minimum alternative of two million square feet equals the total amount of existing building area, plus that amount on existing empty lots that would be allowed under the zoning code. Two million square feet, the "no-build" option, approximates the total development conceivable if no urban renewal action is taken. To illustrate the implications of the range of alternatives between the two extremes, a series of theoretical increments (six million, five million, four million, three million and two million square feet development programs) have been chosen to be presented here.

The possible physical configurations for these five alternatives would at first seem to be infinite. It is possible, however, to make a reasoned physical representation of each alternative so that the scale and visual impact of any given density level may be readily understood. The following alternatives are illustrated with simple line drawings indicating bulk and mass as would be seen from the Common and Gardens, by photos of a diagrammatic model, and by a site plan showing the extent of redevelopment and general land-use locations. These graphics have been prepared by the B.R.A. staff to give a simplified representation of the bulk and mass inherent at each level of density that can be easily understood. They are intended to be neither architectural solutions, nor proposals.


STATLER HILTON PARCEL
PARK SQUARE PARCEL
ELIOT STREET GARAGE PARCEL
STREET
PIANO ROW S.P.
BOYLSTON PLACE S.P.
BOYLSTON SUB-PARCEL
BOYLSTON SUB-PARCEL
BOYLSTON SUB-PARCEL
CHARLES SUB-PARCEL
STUART SUB-PARCEL
SAXON THEATER
NEW WEST-BOUND
CONNECTOR
STATLER SUB-PARCEL
MOTOR MART REHABILITATION SUB-PARCEL
BOYLSTON FRONTAGE S.P.
STUART FRONTAGE SUB-PARCELS
SHAWMUT
WARRENTON
CHARLES
NORTH-SOUTH PARCELIZATION


STREET
BOYLSTON
ARLINGTON
STREET
STREET
STUART
CHARLES
ST.
EXISTING CORE AREA
surface parking
substandard parking
excess City streets
road alignments requring acquisition

4.

2. URBAN DESIGN ASSUMPTIONS

Wherever possible, the urban design objectives discussed in Section I of the January 9th report have been adhered to in the construction of the physical models. The greater the density, however, the more difficult it is to realize some of the objectives.

The physical implications of the urban design objectives are, briefly:

a) Each of the three parcels is limited to one tower. At six million square feet, however, the addition of two towers is necessary to achieve the gross square footage. The re-development alternatives thus result in from five to two towers, plus any possible Statler-Hilton tower.

b) Setbacks adhering to the January 9th design recommendations of 80 feet and then 190 feet are assumed along Boylston Street between Arlington Street and New Charles Streets and along the entire length of Stuart Street. A setback of 125 feet, however, is assumed along Boylston Street between New Charles Street and the Little/Colonial/Walker building complex so that new buildings will match the abutting cornice line. The setbacks establish the disposition of the respective office and housing elements along these frontages.

c) Grade level open space is located in the center of the two largest parcels - Park Square and Eliot Street Garage parcels. The open space conforms with the design objective of unhampered grade level pedestrian movement and incorporates the required Columbus Avenue visual easement.

d) The Eliot Street alignment for the westbound roadway is assumed in all the development models. The advantages of this alignment were discussed on page 20 of the January 9th report. Retention of the Motor Mart garage results in construction savings for any development that can re-use the structure, and as a consequence less square footage may be required for such a development. To achieve the six million square feet model, however, it is necessary to locate a tower on the cleared site of the Motor Mart. Although the Urban Renewal Plan alignment for the roadway would be possible in this case, the Eliot Street alignment is assumed for purposes of simplicity and consistency.

e) Continuous low elements are assumed along the Boylston and Stuart Street frontages. These elements conform to the setback proposals and maintain a homogeneous building frontage along these important streets. Also, wherever possible, mixed uses are incorporated in these elements. Housing along these frontages is especially important to relieve the deadening effect of offices after working hours. The apartments are located in ten story components within the setback limits between 80 feet and 190 feet heights. Two levels of retail are distributed uniformly throughout at grade - in conformance with the urban design objective for distribution of retail activities. Office use is located in the remaining floors between the retail use and the apartments along the Boylston Street frontage and between parking and housing on the Stuart Street frontage. Office space carries a higher land absorption factor than any of the other uses and is necessary in these locations for the economic feasibility of developing each of the three parcels.

f) Parking is shown here as contained in a low garage or garages fronting on Stuart Street. In the alternatives, where the Motor Mart Garage structure would be reused, a system of ramps and drums would be added onto the west end to modernize the facility. Any new parking facility should be built as a low element compatible with the overall development. New parking could be provided in a layer between retail uses at street level and apartments above, either in one facility, or in two or three garages.

g) The possible redevelopment of the Statler-Hilton hotel is not indicated in these drawings or models. The Hilton's plans should be part of a comprehensive solution for the Statler sub-parcel and the Park Plaza sub-parcel at the corner of Boylston and Arlington Streets. If the Hilton pursues its intention of demolishing the existing office portion of their building and erecting there a tower containing approximately 700 hotel rooms, one more tower would be added to each of the alternatives as shown here.

3. L A N D U S E A S S U M P T I O N

A relatively constant land use is assumed for the major development elements, the towers. The land use for the lower elements is explained in the preceding section.

a) Park Square parcel - hotel tower (800 rooms). All development programs to date have located a hotel tower in this parcel. Marketing analysis shows there is a strong demand for a hotel and this parcel is the most immediately available of the three parcels (primarily due to the high proportion of cleared and City-owned land.) Also, a hotel in this parcel can compliment the adjacent Statler-Hilton hotel by reinforcing the convention market, for example.

b) Eliot Street Garage parcel - apartment tower (600 units). The advantages of locating apartment uses on this parcel were discussed in Section I of the report of January 9th, page 23. All the development options shown here assume one major tower of 600 units (increased to 725 units by contiguous low housing elements). One major tower, of course, conforms with the urban design objective of distribution of bulk, but this many apartment units may be difficult to market at one time. If so, either the number will have to be reduced or a more complicated distribution of apartments in several buildings considered.

c) Statler-Hilton parcel - office tower (800,000 square feet). The contiguous area of the Back Bay financial/insurance district determines the redevelopment of this parcel for office use.

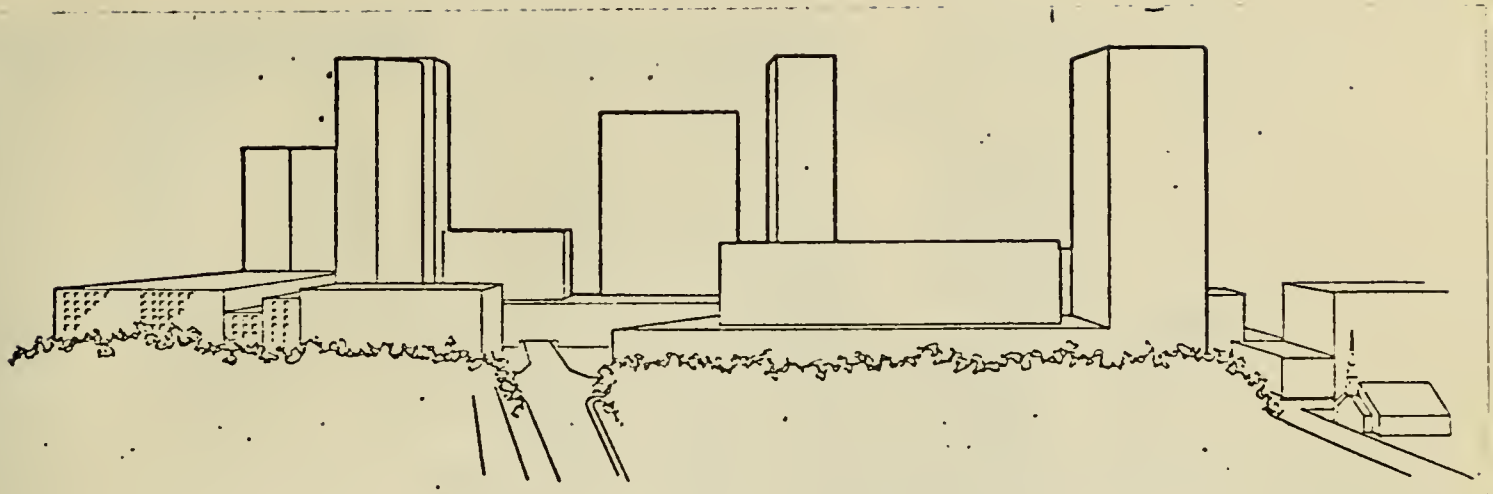
d) As peripheral sub-parcels are not acquired, the building area is reduced incrementally for each successive alternative. As has been stated, with the reduction in the pressure of land cost, a lesser amount of new development is required. Development cannot be reduced simply by decreasing the number of floors or the size of a floor; however, a discrete element of development - a tower, a complete low rise element, etc., may be deleted. Deletion of distinct elements is the simplest means to visualize incremental reduction. This approach also takes into account certain minimum sizes for practical development packages, e.g., a housing tower of ten apartments per floor and 15 stories high, etc. Because of the minimum space requirements for each use, the development programs do not come out to exact multiples of a million square feet, as shown by the three million square feet alternative.

4. FINANCIAL EVALUATION

In selecting these design alternatives, consideration was given to the land assembly costs that can be absorbed by various development programs and the relationship of such programs to specific areas of Park Plaza. Each alternative will be further evaluated. The framework described in Section III of the January 9th report will act as the starting point for this evaluation.

The next stage of work should be concerned with a more accurate description of the economic forces that determine project feasibility. This work should take into account factors such as risk and the capacity for different projects to achieve different rent levels (e.g., a'unique'project could justify rents at a luxury level.) Description of the economic forces and the consequences to the alternative programs will put these programs into a financial context. The financial evaluation should show to what extent alternatives outlined in this report are financially feasible.

ALTERNATIVES



VIEW FROM COMMON-GARDEN

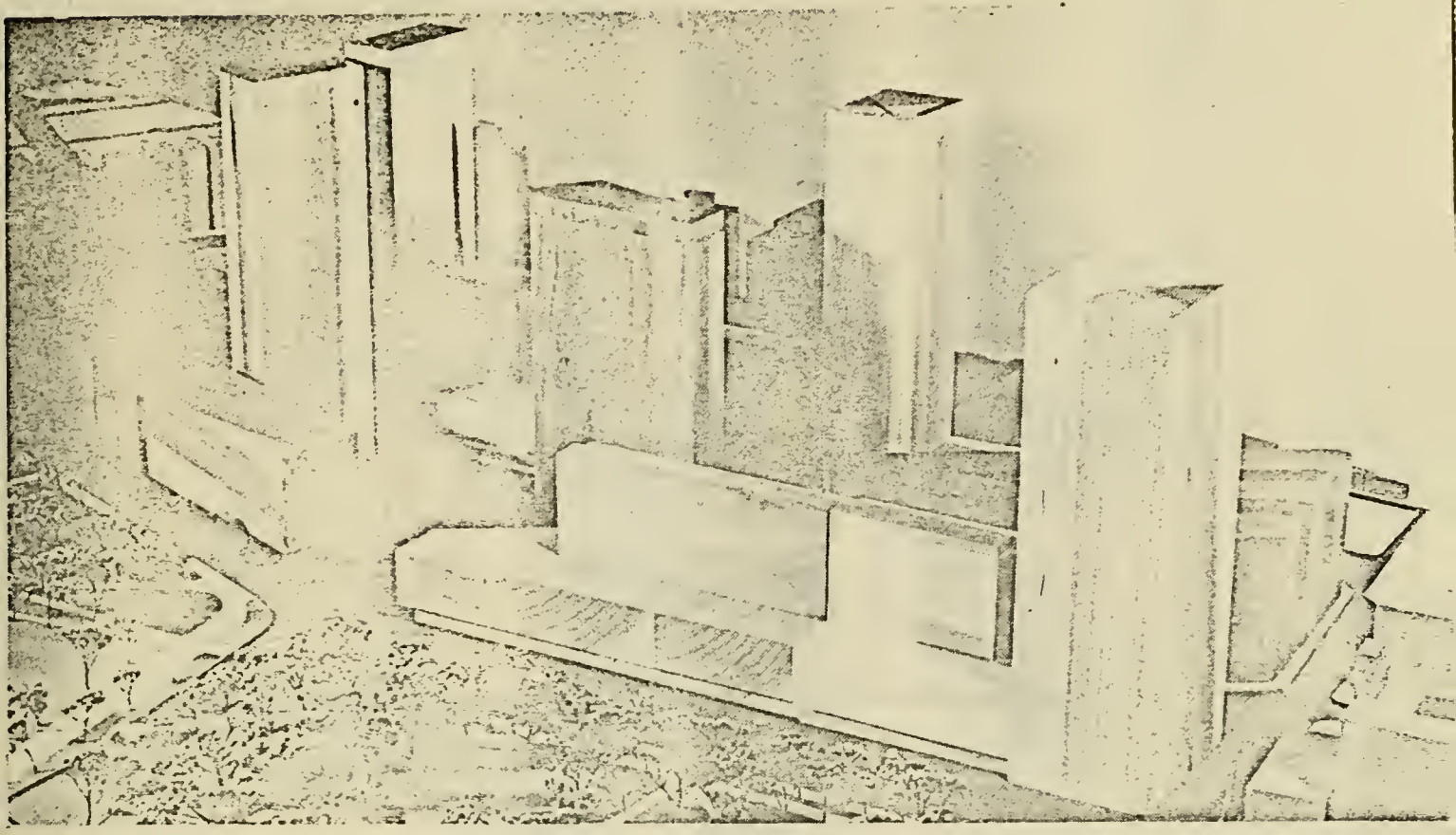
This alternate, the maximum development allowed under the urban renewal plan, shows 5,875,000 square feet of new development. This is the amount of building needed to absorb the cost of acquiring and clearing the entire project area ($26,000,000.) It approximates the scope and size of the developer's original proposal. Five towers result which, looking at the drawing above from left to right (from Tremont Street to Arlington Street) are two apartment towers, the hotel, a third apartment tower and the office tower. The tallest three towers are 450' feet high. On the following page are two photographs of a massing model of this alternative. On the next page a site plan indicates more clearly the probable location of the various building elements.

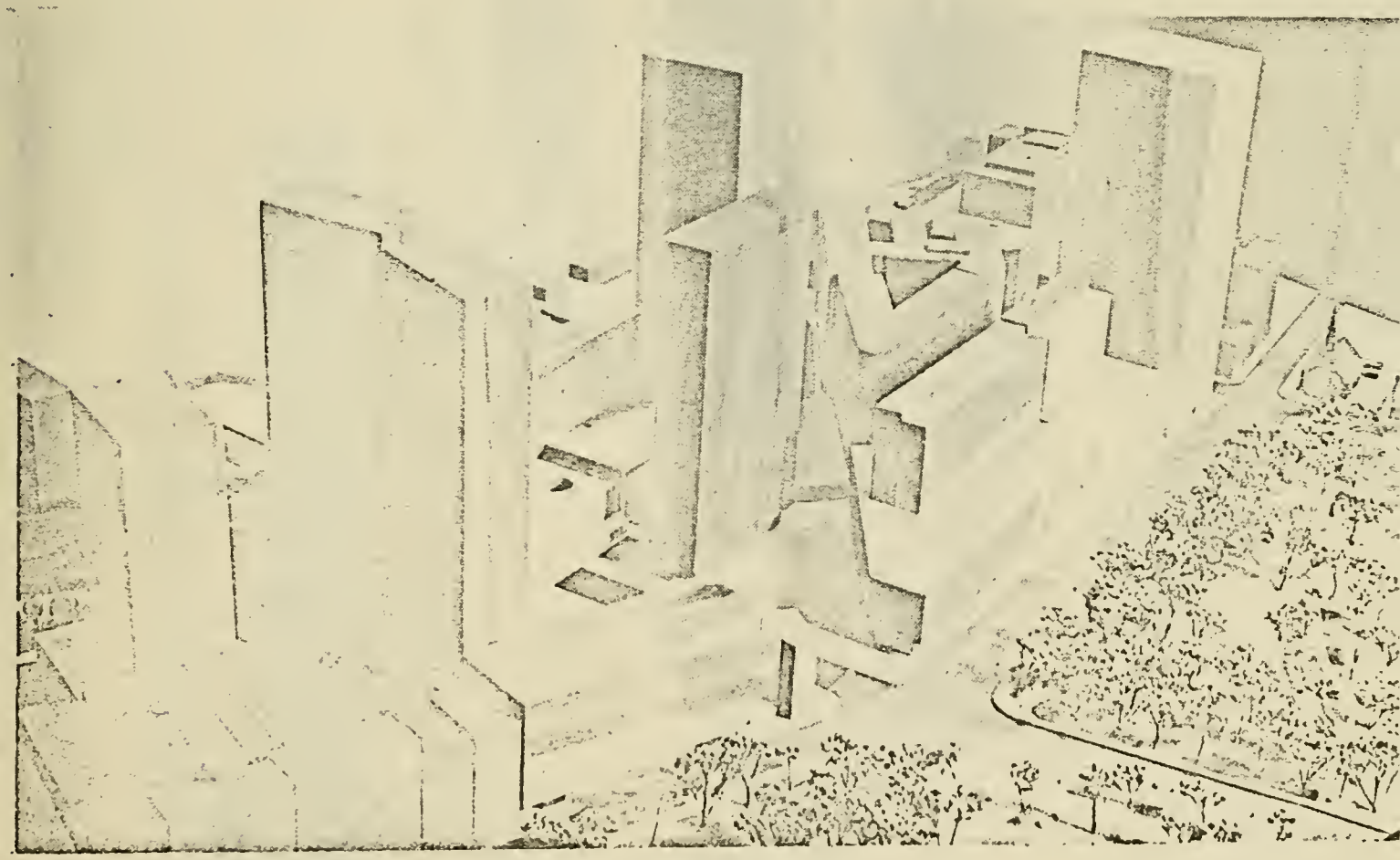
Although the alternative is silhouetted above as it would appear when completed, it would still be carried out in three distinct phases. The scope of those phases, which are the three parcels, is spelled out on the subsequent page.

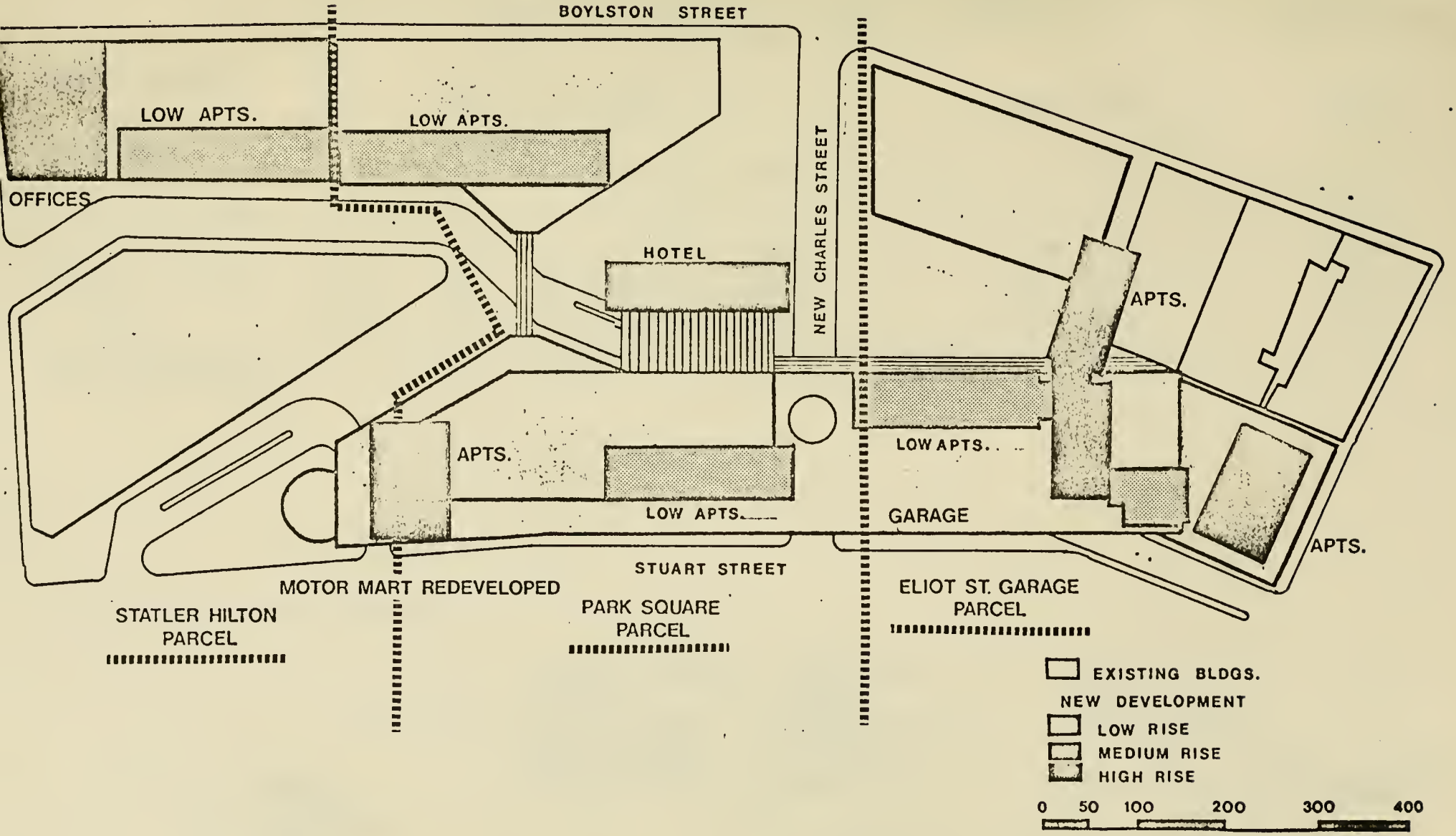
Not indicated on the above, or on any of these drawings, is the possible Statler Hilton tower.

Development program of this example of the six million alternative.

	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Areas
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area		
TOTAL - New Development (Total project building area)	351,965	1,826,969	1,645	1,945,500	3,131	1,146,982	812	602,940	5,874,356	455,6







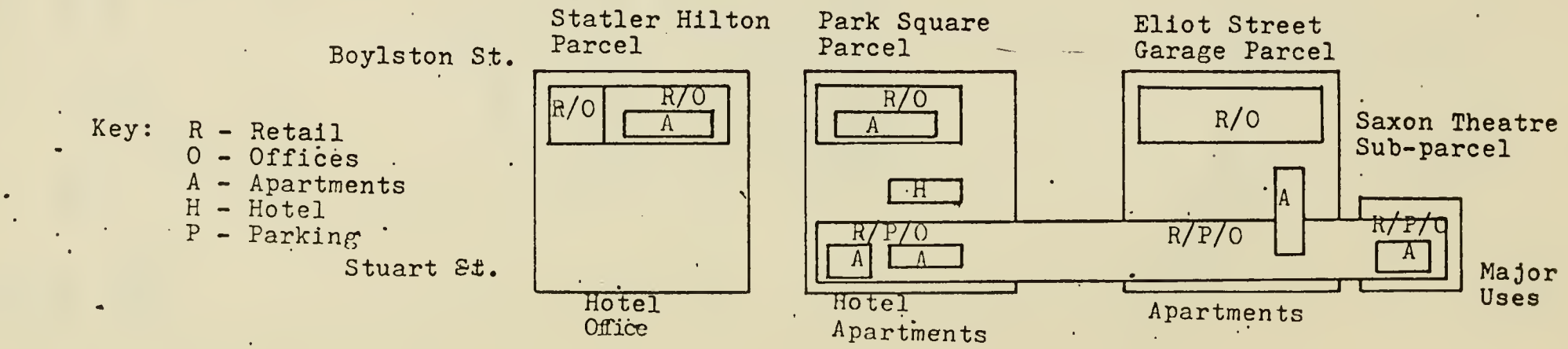
SCHEMATIC SITE PLAN: SIX MILLION

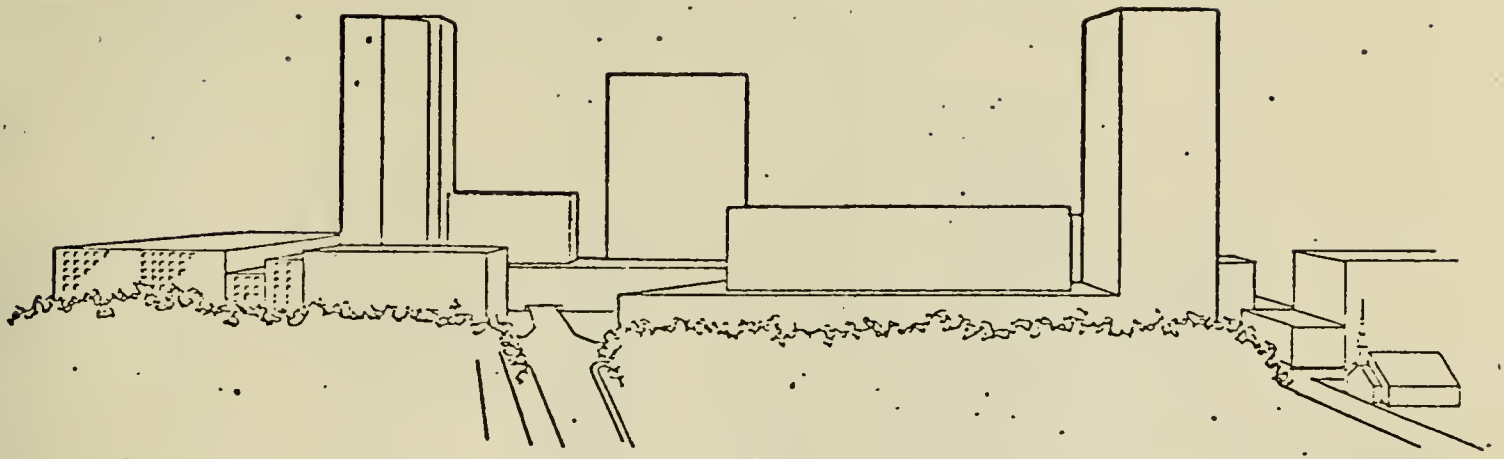
SIX MILLION

DEVELOPMENT PROGRAM - 5.9M sq. ft. new development

	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Areas	Total Land Cost
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area			
Statler Hilton Parcel											
	69,350	946,585	90	110,500					1,126,435	60,175	5,123,037
Park Sq. Parcel											
	160,035	404,085	640	757,000	1,482	567,696	812	602,940	2,491,756	232,377	12,034,747
Eliot St. Garage Parcel											
	91,380	446,299	725	850,000	1,075	390,286			1,777,965	143,970	7,422,484
Saxon Theater sub-parcel	31,200	30,000	190	228,000	574	189,000			478,200	20,277	1,497,056
Sub-Total	122,580	476,299	915	1,078,000	1,649	579,286			2,256,165	164,247	8,919,540
TOTAL - New Development (Total project building area)	351,965	1,826,969	1,645	1,945,500	3,131	1,146,982	812	602,940	5,874,356	455,849	26,077,364

* 25% of building area - offices; 75% - retail





VIEW FROM COMMON-GARDEN

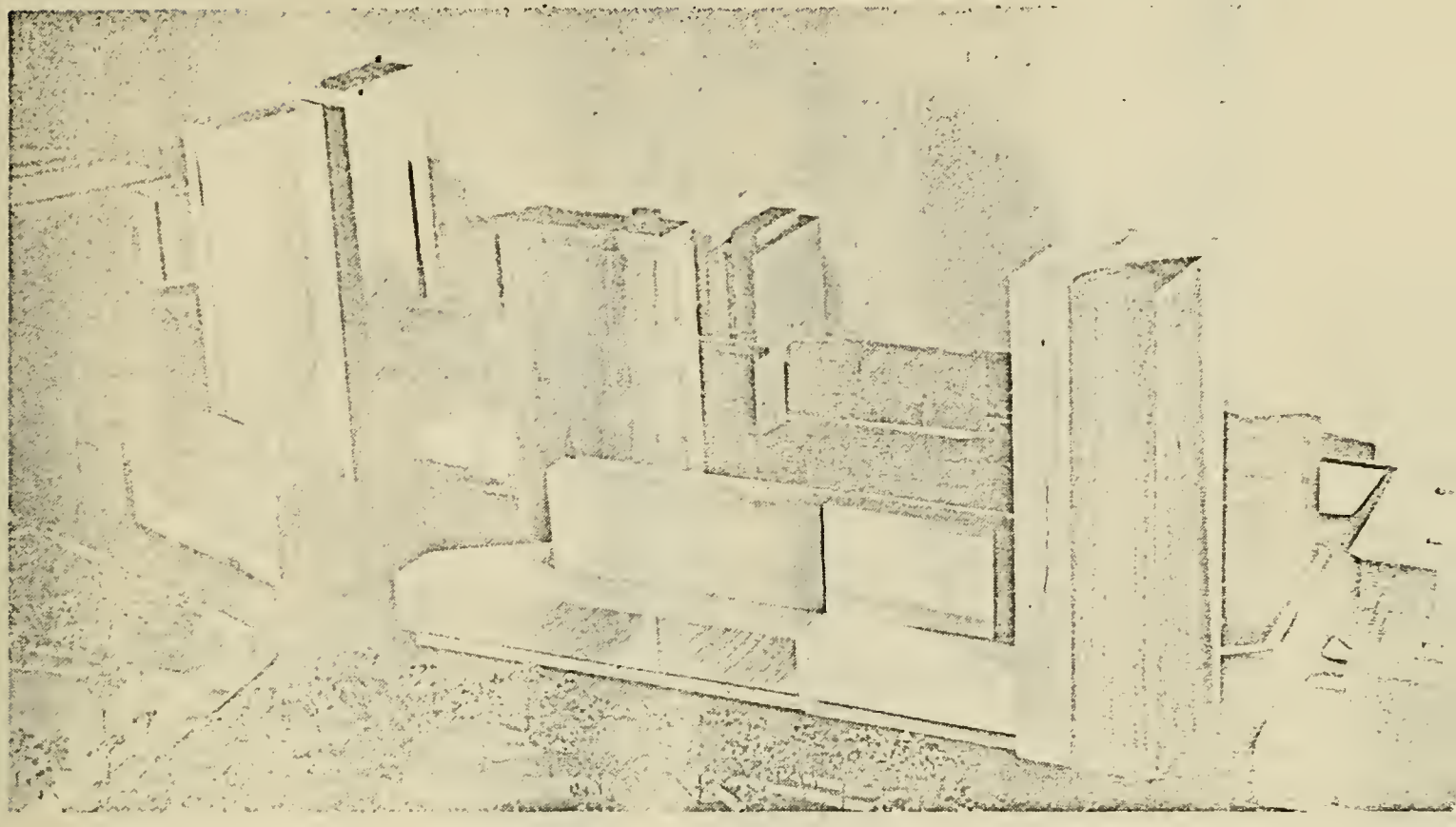
This alternative is possible if the Saxon Theater sub-parcel is not acquired (land cost $1.5-million) and the Motor Mart is acquired, but its structure reused (saving demolition and location costs of $1.07-million plus new construction savings up to $3.95-million) reducing the overall land cost to $19.48 million. These costs are absorbed here in a project of 4,957,000 square feet, including those existing buildings not acquired.

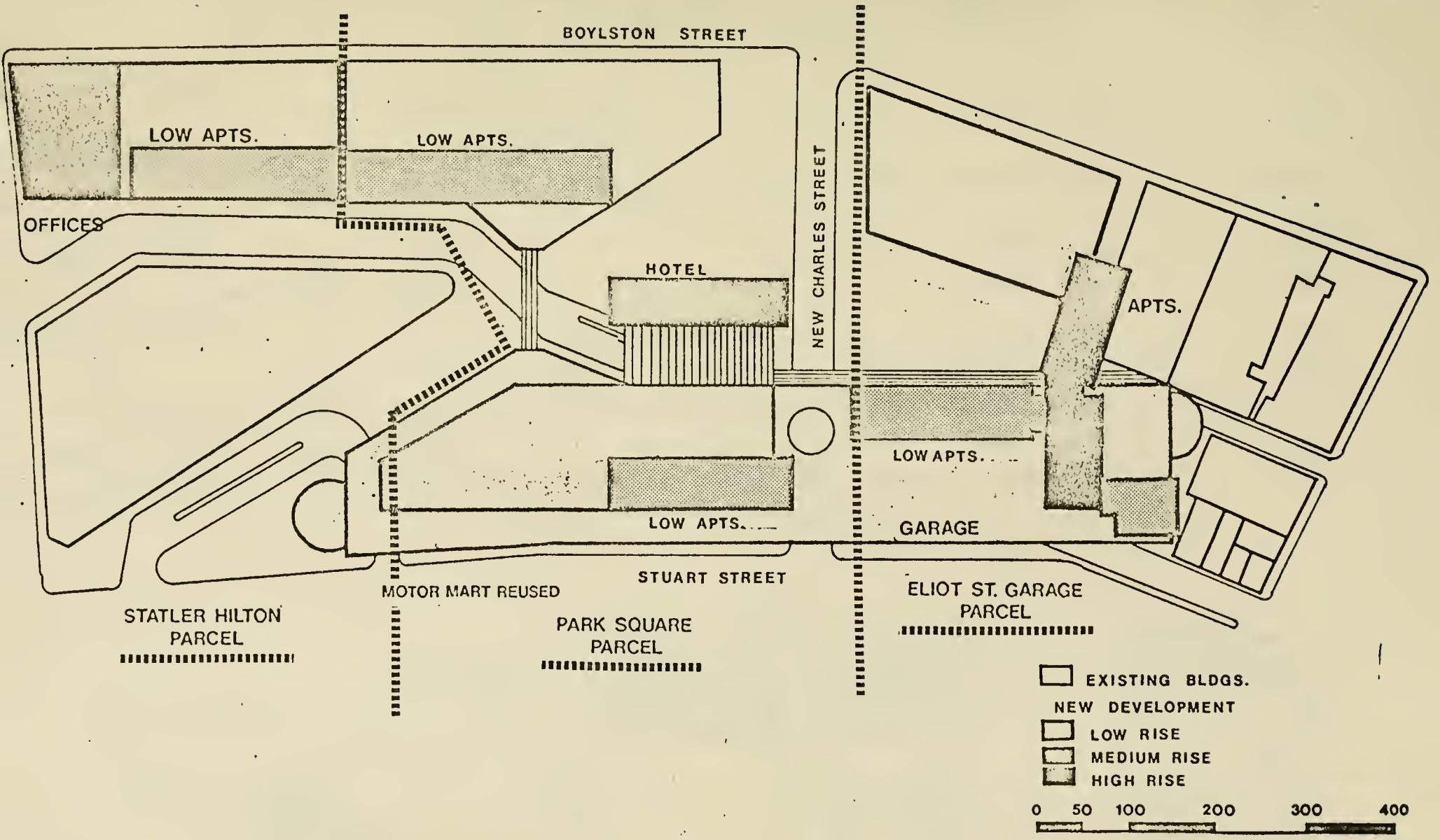
The major change in bulk from the previous maximum alternative is the elimination of the two apartment high rises on the Saxon and Motor Mart sites.

The possible Statler-Hilton tower is not indicated.

Development program of this example of the five million alternative.

	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Area
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area		
TOTAL - New Development	320,765	1,919,129	1,085	1,285,500	2,056	785,536	812	602,940	4,912,850	436,
Retention* (sub-parcel 11)	33,169	11,056							44,225	20,
Total project building area	353,934	1,930,185	1,085	1,392,750	2,056	785,536	812	602,940	4,957,075	455,





SCHEMATIC SITE PLAN: FIVE MILLION

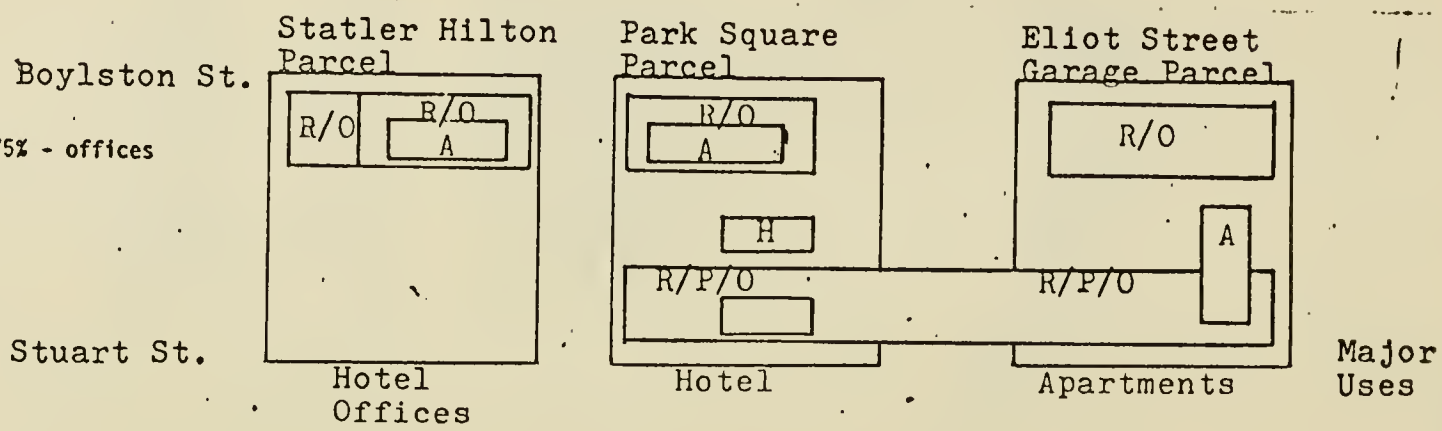
FIVE MILLION

DEVELOPMENT PROGRAM - 4.9M sq. ft. new development/.04M sq. ft. retention

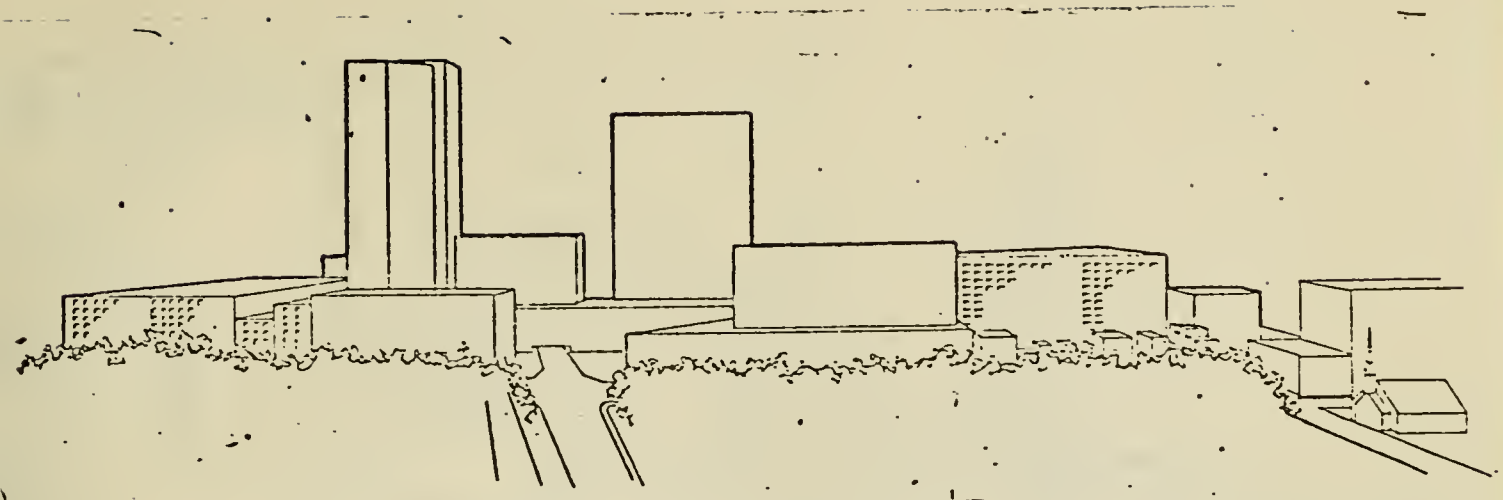
	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Areas	Total Land Cost
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area			
Statler Hilton Parcel											
	69,350	946,585	90	110,500					1,126,435	60,175	5,123,037
Park Sq. Parcel											
	160,035	456,245	270	325,000	1,196	468,448	812	602,940	2,012,648	232,377	10,969,247
Eliot St. Garage Parcel											
Piano Row sub-parcel(7)	17,800	154,899							172,699	22,542	1,297,497
Boylston Place sub-parcel(8)	34,560	221,400							255,960	27,216	1,894,250
Stuart sub-parcel(9, 10)	39,020	140,000	725	850,000	860	317,088			1,346,108	93,312	4,230,737
Sub-Total	91,380	516,299	725	850,000	860	317,088			1,773,767	143,970	7,422,484
TOTAL - New Development	320,765	1,919,129	1,085	1,285,500	2,056	785,536	812	602,940	4,912,850	436,522	23,514,768
Retention* (sub-parcel 11)	33,169	11,056							44,225	20,277	
Total project building area	353,934	1,930,185	1,085	1,392,750	2,056	785,536	812	602,940	4,957,075	455,849	

* 25% of building area - retail; 75% - offices

Key: R - Retail
O - Offices
A - Apartments
H - Hotel
P - Parking



FOUR MILLION



VIEW FROM COMMON-GARDEN

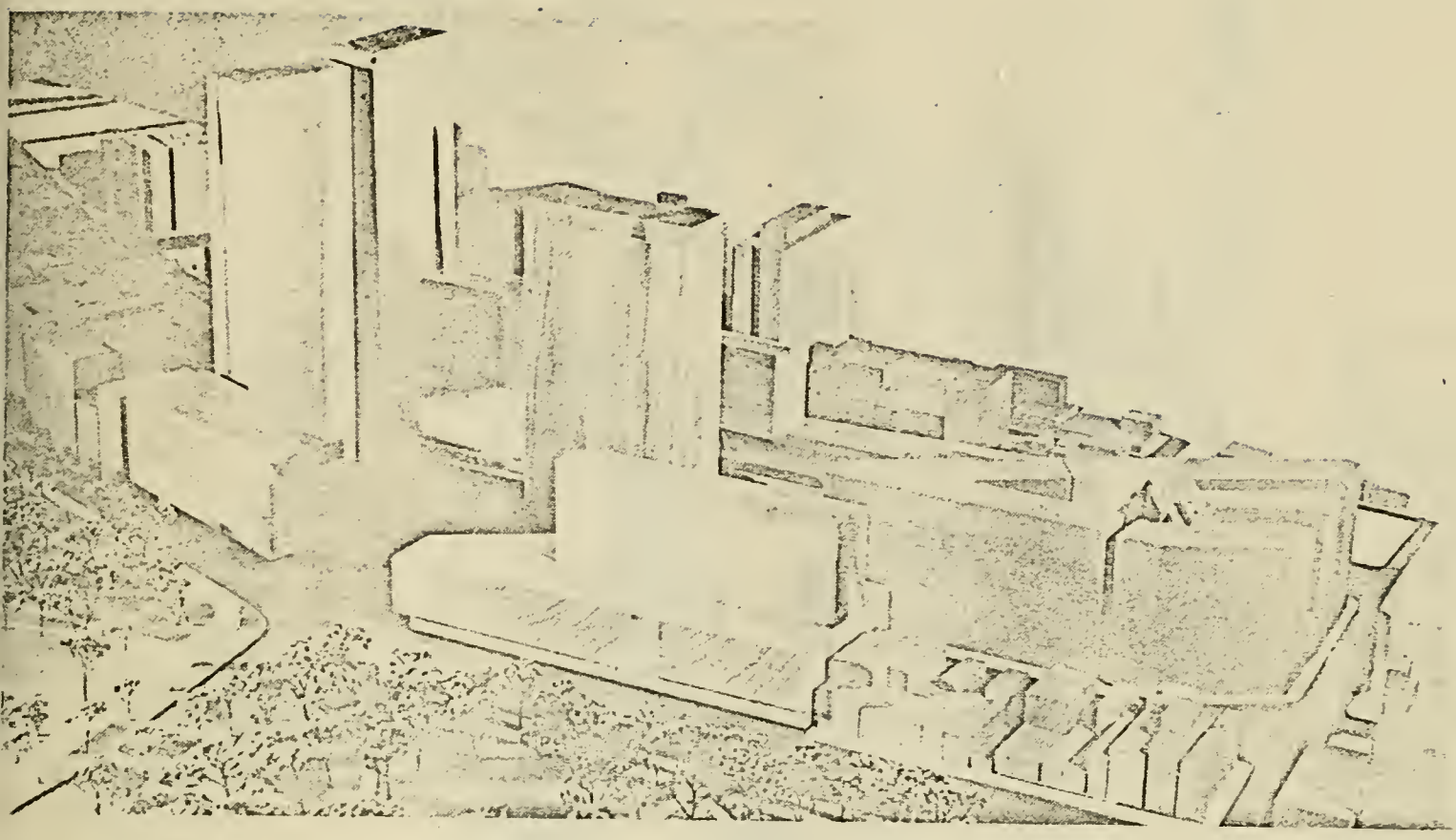
The reduction to the above alternative is achieved by eliminating the Arlington/Boylston Street sub-parcel (land cost $5.12-million) along with the Saxon Theater sub-parcel (land cost $1.5-million) and recycling the Motor Mart garage (saving $5.02-million). The resulting land cost of $14.36-million should be absorbed by a project of 4,035,000 square feet.

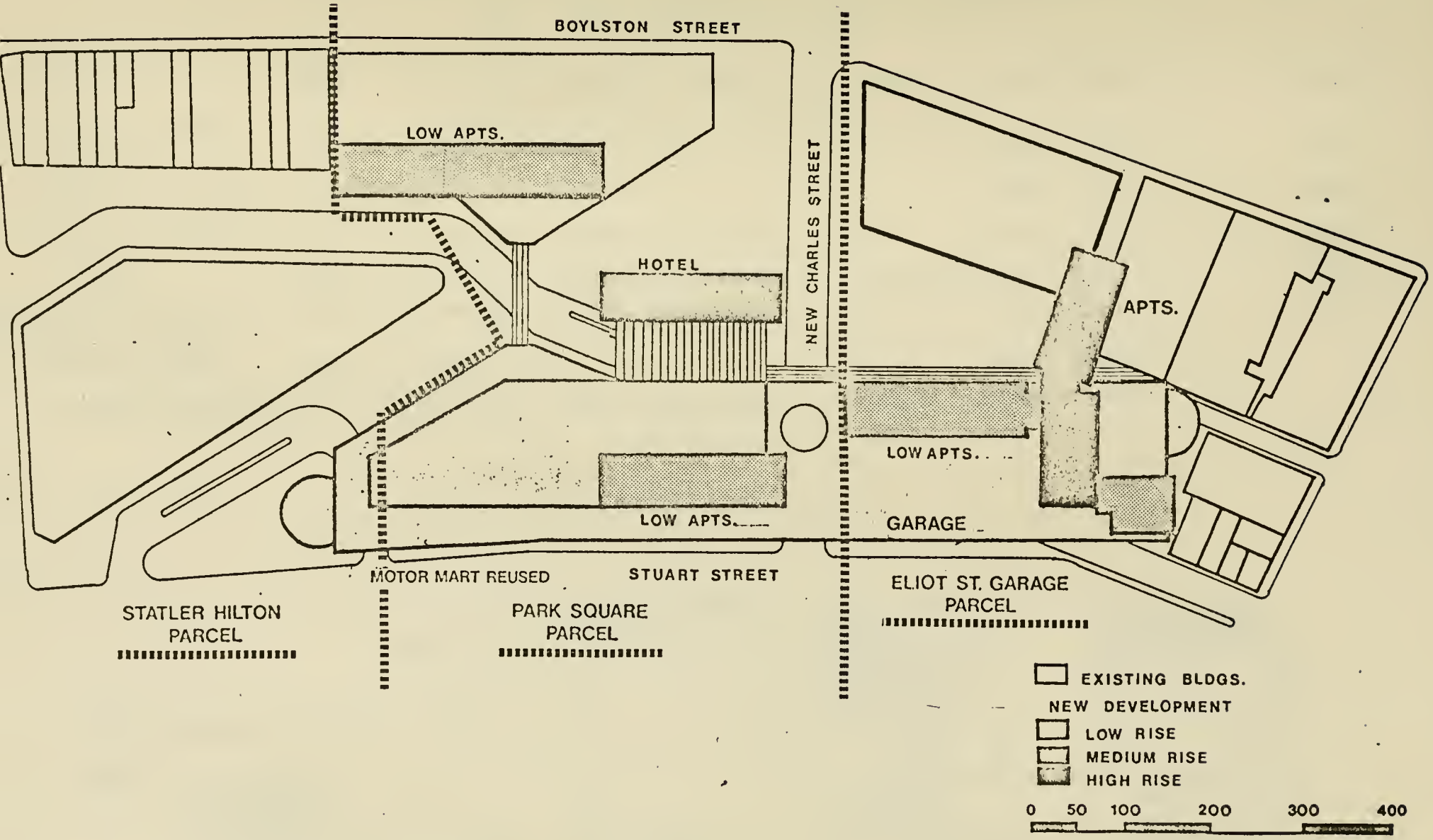
The hotel tower stands in the Park Square parcel and the 600 unit apartment tower to the east of it in the Eliot Street Garage parcel.

This project would still be carried out in two phases, the scope of which is spelled out on a subsequent page. The potential Statler-Hilton hotel tower is not indicated.

Development program of this example of the four million alternative.

	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Area
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area		
TOTAL - New Development	251,415	1,147,064	995	1,175,000	1,575	611,090	812	640,380	3,772,589	376,
Retention* (sub-parcels a, 2, 11)	63,175	199,527							262,702	80,
Total project building area	314,590	1,346,591	985	1,282,250	1,575	611,090	812	640,380	4,035,291	455,





SCHEMATIC SITE PLAN: FOUR MILLION

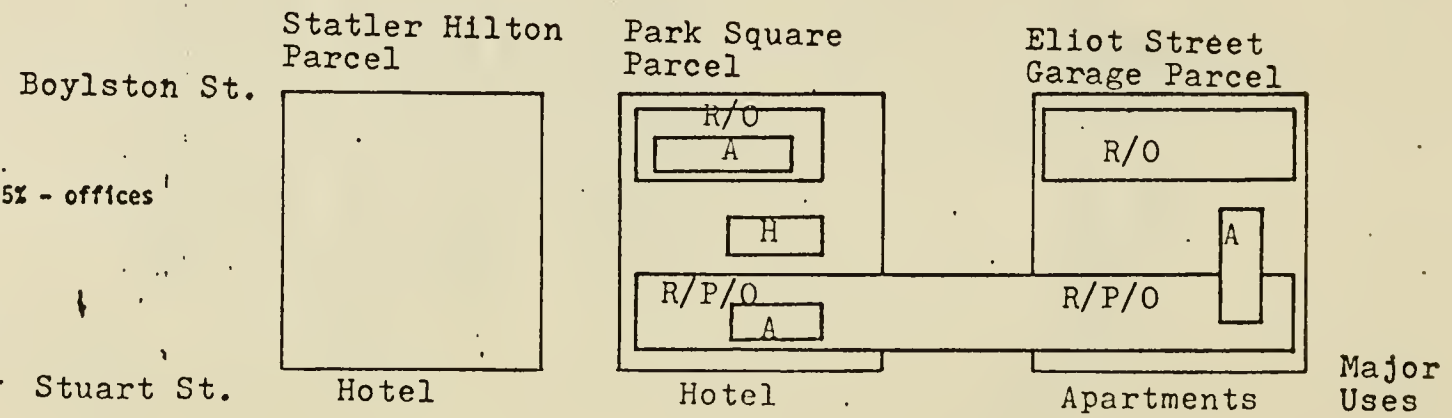
DEVELOPMENT PROGRAM - 3.8M sq. ft. new development/.2M sq. ft. retention

FOUR MILLION

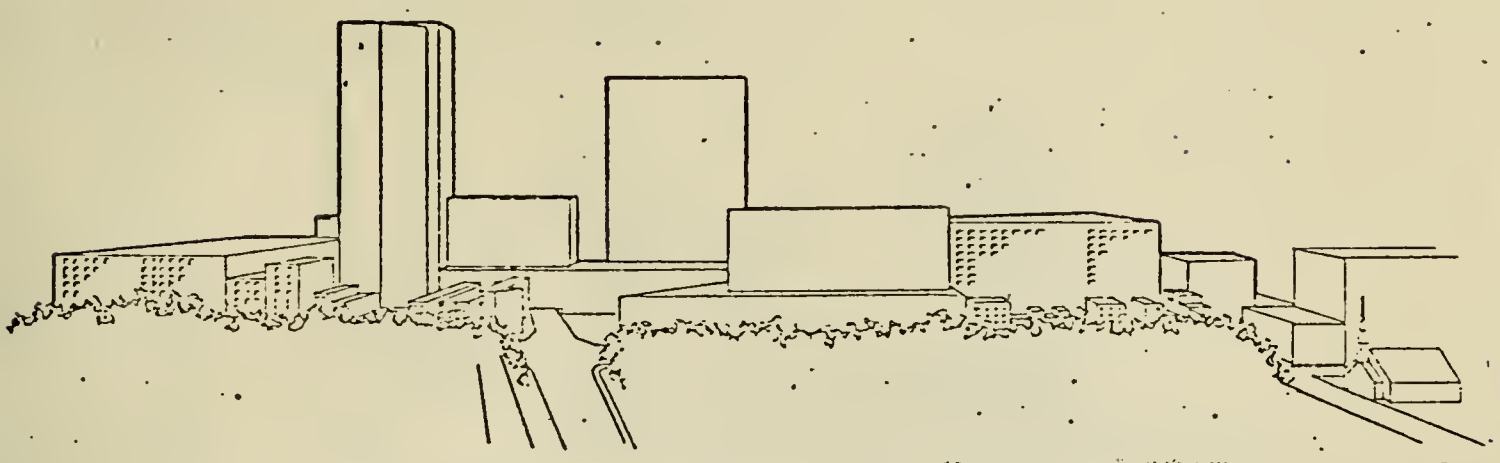
	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Areas	Total Land Cost
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area			
Park Sq. Parcel											
	106,035	508,405	270	325,000	930	369,200	812	640,380	2,003,020	232,377	10,969,247
Eliot St. Garage Parcel											
Piano Row sub-parcel(7)	17,800	154,899							172,699	22,542	1,297,497
Boylston Place sub-parcel(8)	34,560	221,400							255,960	27,216	1,894,250
Stuart sub-parcel(9, 10)	39,020	210,000	725	850,000	645	241,890			1,340,910	93,312	4,230,737
Sub-Total	91,380	586,299	725	850,000	645	241,890	812	640,380	1,769,569	143,970	7,422,484
TOTAL - New Development	251,415	1,147,064	995	1,175,000	1,575	611,090	812	640,380	3,772,589	376,347	18,391,731
Retention* (sub-parcels a, 2, 11)	63,175	199,527							262,702	80,402	
Total project building area	314,590	1,346,591	985	1,282,250	1,575	611,090	812	640,380	4,035,291	455,849	

* 25% of building area - retail; 75% - offices

Key:
R - Retail
O - Offices
A - Apartments
H - Hotel
P - Parking



THREE MILLION



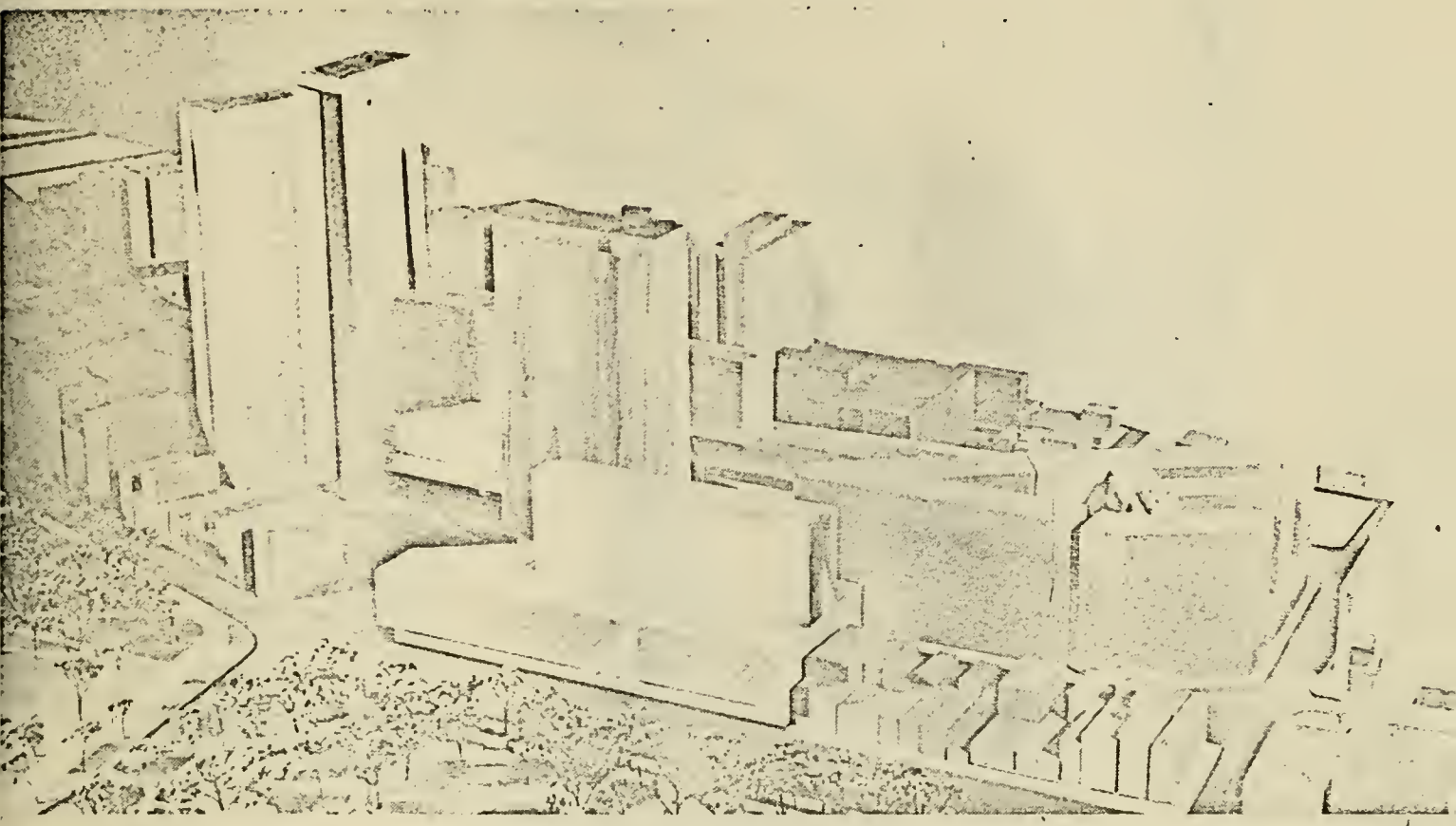
VIEW FROM COMMON-GARDEN

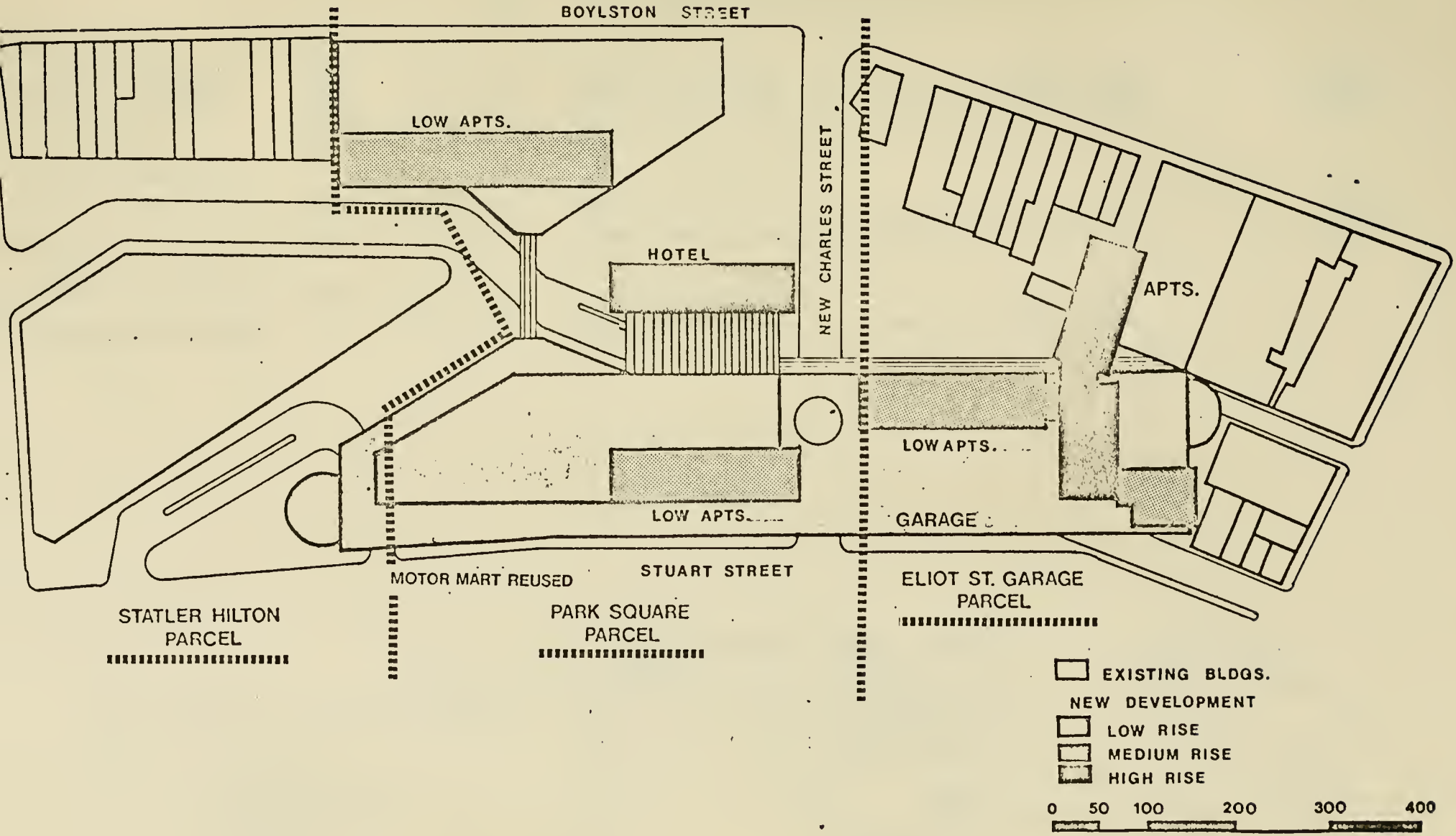
In this alternative, the amount of development is reduced to the essential redevelopment of the core area. This redevelopment amounts to 3,350,000 square feet of new development to absorb the land cost of the "core" area in addition to the retention of 423,000 square feet of building area. For a reduction from the preceding alternative, the sub-parcel between New Charles Street and Boylston Place is deleted from acquisition (land cost savings, $3.2-million). The resulting land cost for the "core" area is $11.2-million.

The necessity to assure a renewed environment in order to market development makes any proposal to redevelop less than the core area unfeasible. If the hotel were to be reduced from 800 to 400 rooms, total development would be lowered to 3,450,000 square feet.

Development program of this example of the three million alternative.

	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Area
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area		
TOTAL - New Development	199,050	718,405	995	1,175,000	1,575	611,090	812	640,380	3,343,930	325,
Retention* (sub-parcels 1, 2, 7, 8, 11)	105,666	317,091							422,757	130,
Total project building area	304,716	1,035,496	995	1,175,000	1,575	611,090	812	640,380	3,766,687	455,





SCHEMATIC SITE PLAN: THREE MILLION

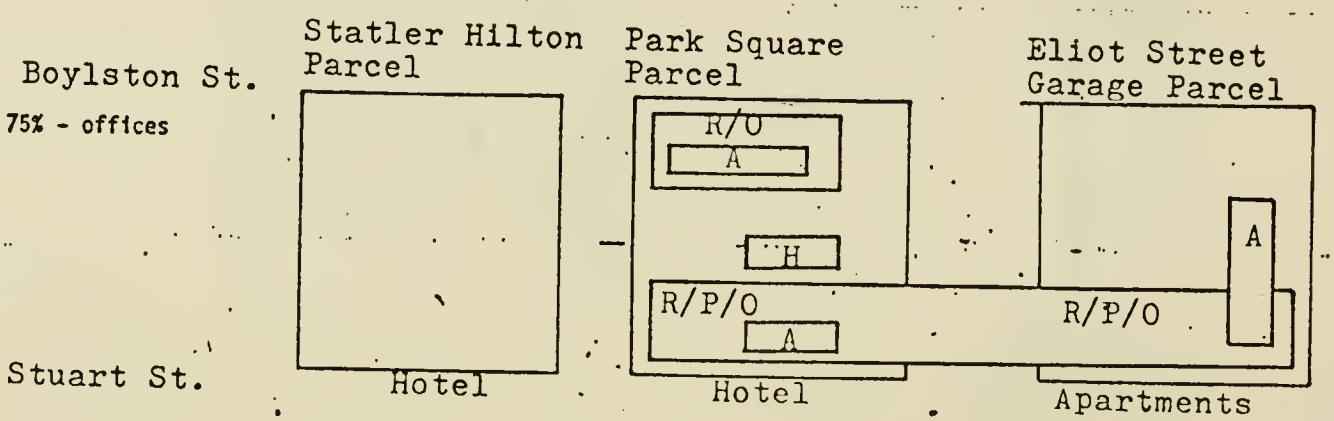
DEVELOPMENT PROGRAM - 3.3M sq. ft. new development/.42M sq. ft. retention

THREE MILLION

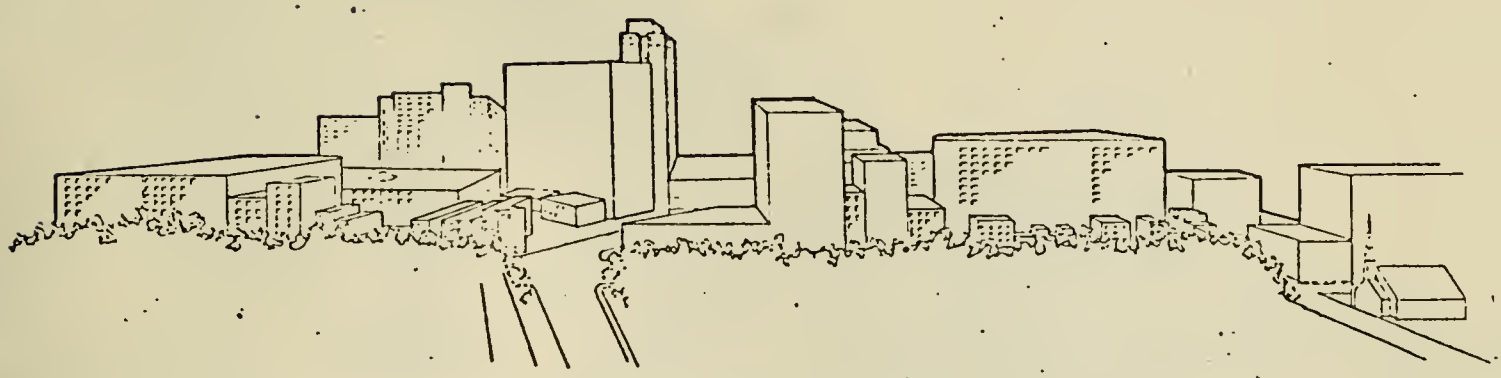
	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Areas	Total Land Cost
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area			
Park Sq. Parcel											
Boylston sub-parcel(4)	87,070	351,925	160	195,000					633,995	80,417	5,438,503
Stuart sub-parcel(6)	30,800		110	130,000	370	112,320	812	640,380	913,500	83,720	2,289,544
Motor Mart-rehab(5a)	42,165	156,480			560	256,880			455,525	68,240	3,241,200
Sub-Total	160,035	508,405	270	325,000	930	369,200	812	640,380	2,003,020	232,377	10,969,247
Eliot St. Garage Parcel											
Stuart sub-parcel(9,10)	39,020	210,000	725	850,000	645	241,890			1,340,910	93,312	4,230,737
TOTAL - New Development	199,050	718,405	995	1,175,000	1,575	611,090	812	640,380	3,343,930	325,689	15,199,984
Retention* (sub-parcels 1, 2, 7, 8, 11)	105,666	317,091							422,757	130,160	
Total project building area	304,716	1,035,496	995	1,175,000	1,575	611,090	812	640,380	3,766,687	455,849	

* 25% of building area - retail; 75% - offices

Key:
- R - Retail
- O - Offices
- A - Apartments
- H - Hotel
- P - Parking



Major Uses

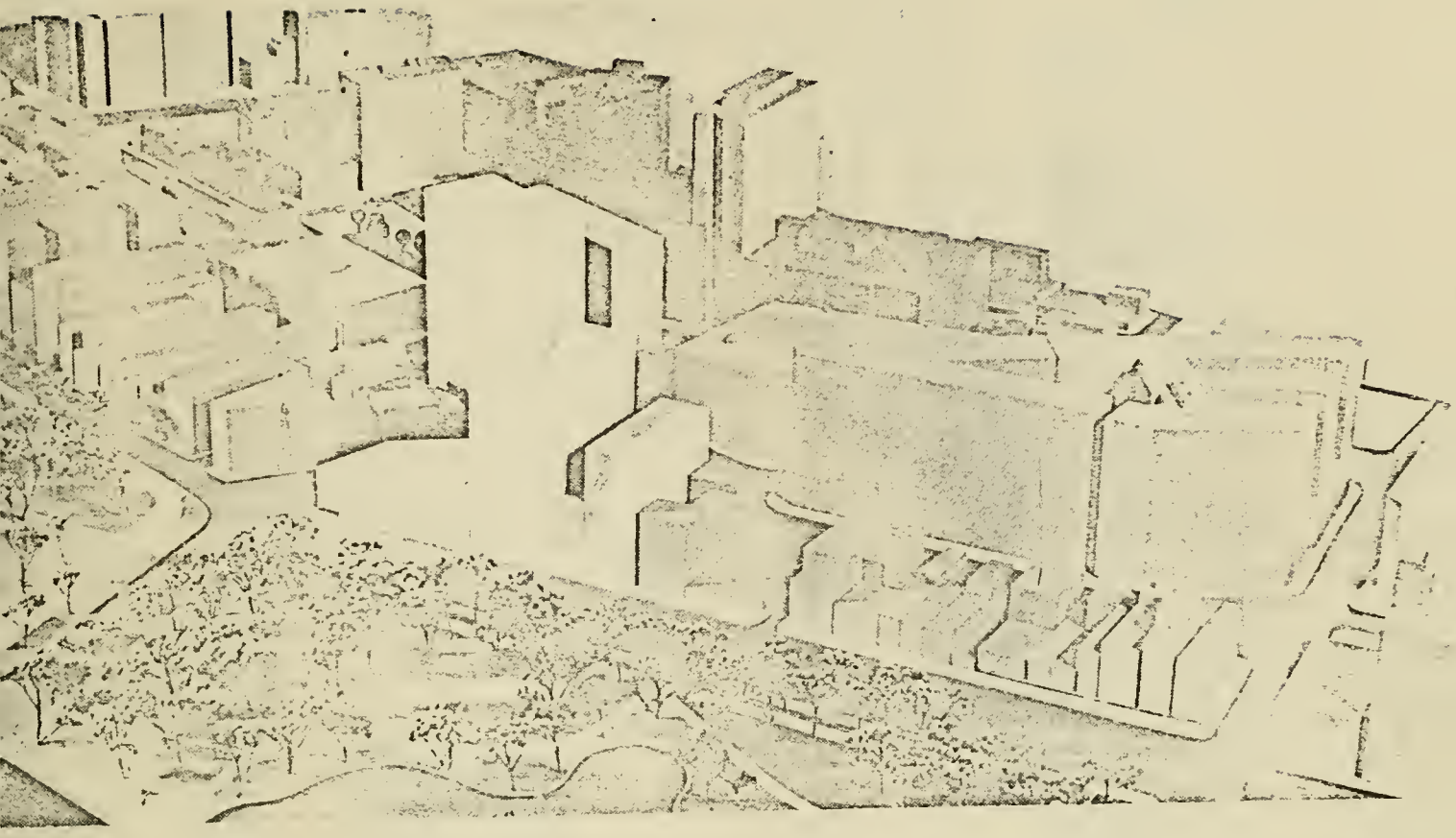


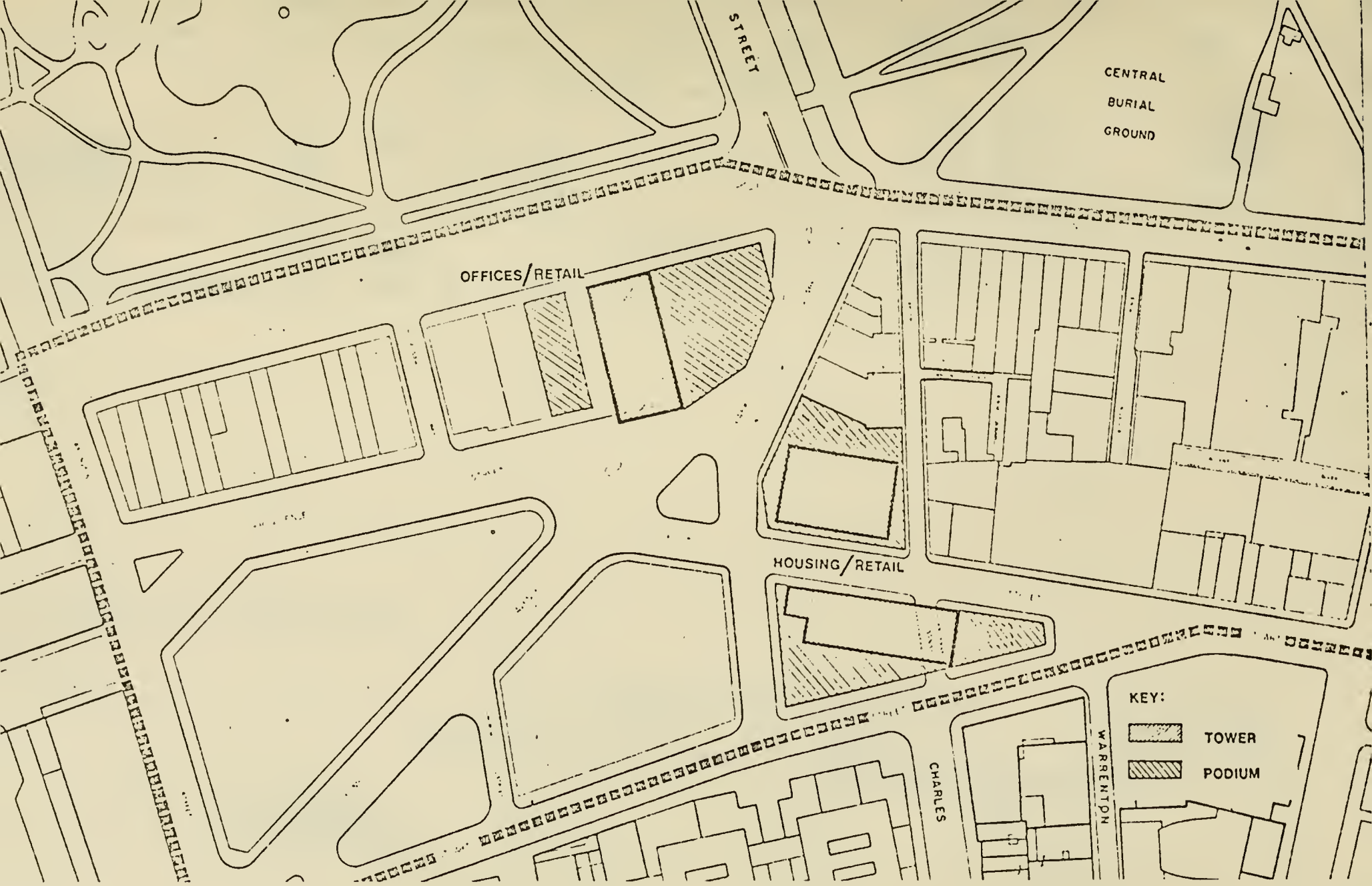
VIEW FROM COMMON-GARDEN

This alternate - the "no build" option - assumes that only the four major empty lots in the area are developed: the two lots either side of the Playboy Club, the bus station, and the lot between Eliot Street and Stuart Street. Office development is assumed for the two Boylston Street lots to absorb the high land costs, and apartment development for the two remaining sites to balance the use mix. Retail is located at the base of all four buildings. The size of these few new buildings is the maximum allowed under the zoning code (F.A.R. 10 and 8). No urban renewal action is involved.

Development program of this example of the two million alternative.

	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Areas
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area		
TOTAL - New Development	47,174	347,338	320	409,238					803,750	85,5
Retention	94,371*	534,771*			1,400	560,000			1,189,142	333,3
Total project building area	141,545	882,109	320	409,238	1,400	560,000			1,992,892	418,9





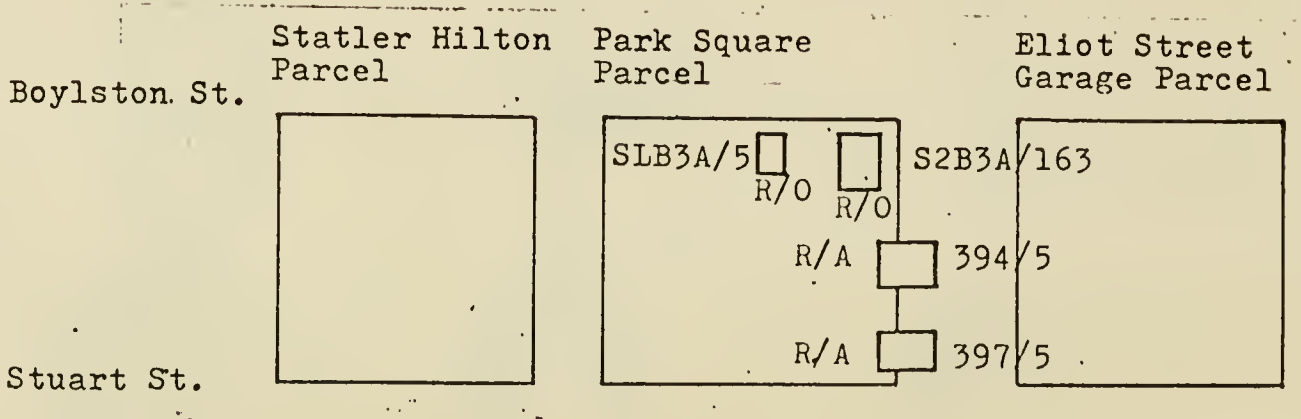
SCHEMATIC SITE PLAN: TWO MILLION

TWO MILLION

DEVELOPMENT PROGRAM - "NO BUILD" OPTION (.8 M sq. ft. new development/1.2M sq. ft. retention)

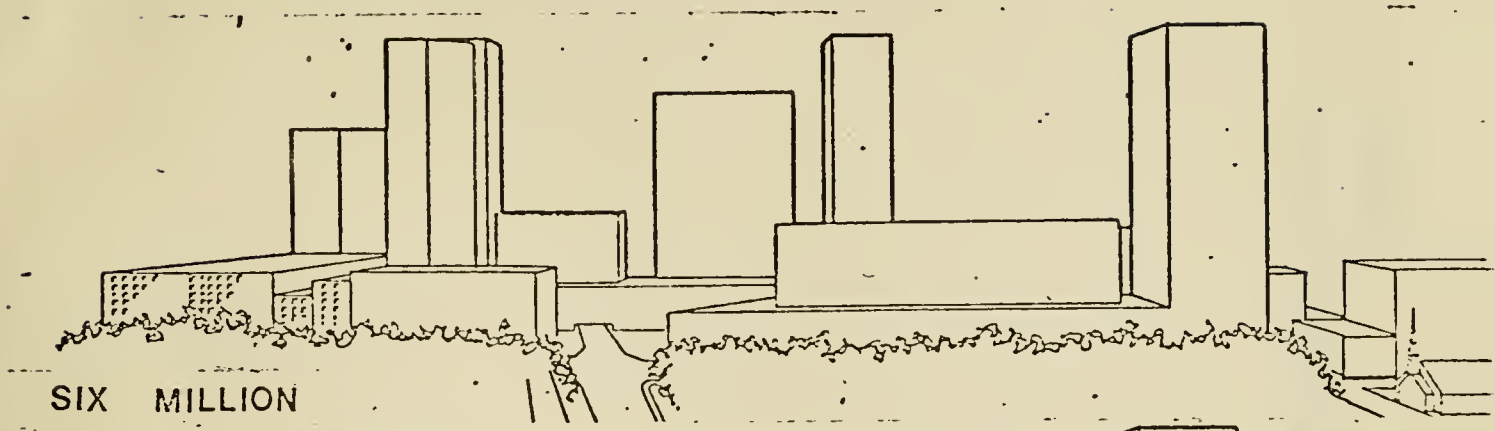
	Retail	Offices	Apartments		Parking		Hotel		Total Building Areas	Land Areas	Total Land Cost
			No. of Units	Area	No. of Stalls	Area	No. of Rooms	Area			
Parcel S2B3A/5	4,200	51,800							56,000	5,600	457,097
Parcel S2B3A/1, 2, 3	23,962	312,088							320,075	31,950	2,351,943
Parcel 394/5	9,262		170	210,988					220,250	22,025	1,354,106
Parcel 397/4	9,750		150	198,250					208,000	26,000	1,171,961
TOTAL - New Development	47,174	347,338	320	409,238					803,750	85,575	5,335,107
Retention	94,371*	534,771*			1,400	560,000			1,189,142	333,360	
Total project building area	141,545	882,109	320	409,238	1,400	560,000			1,992,892	418,935	

*15% of building area - retail; 85% - offices

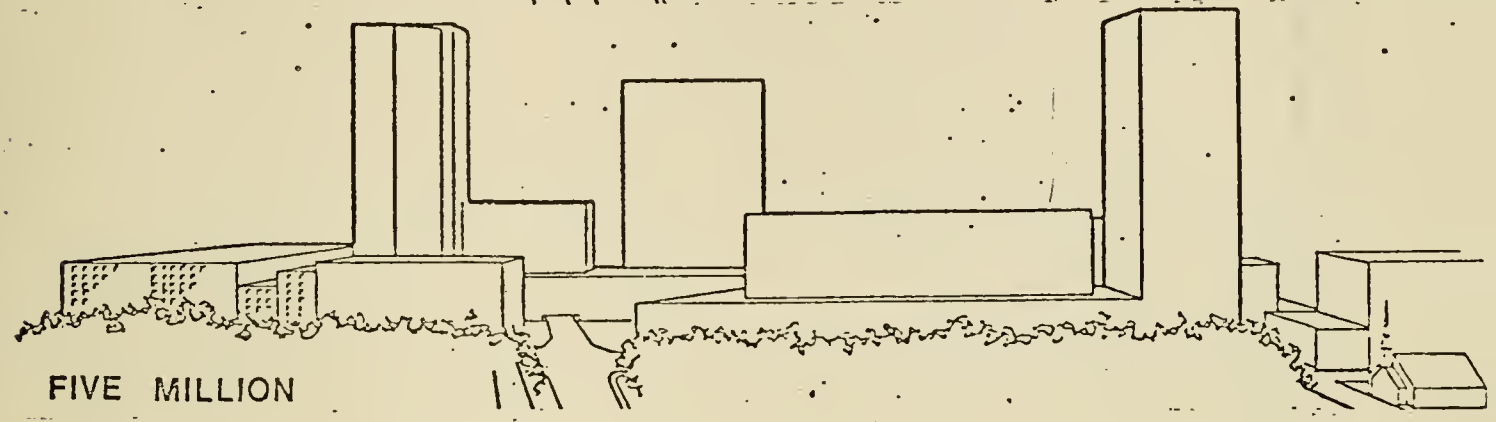


Key: R - Retail
O - Offices
A - Apartments

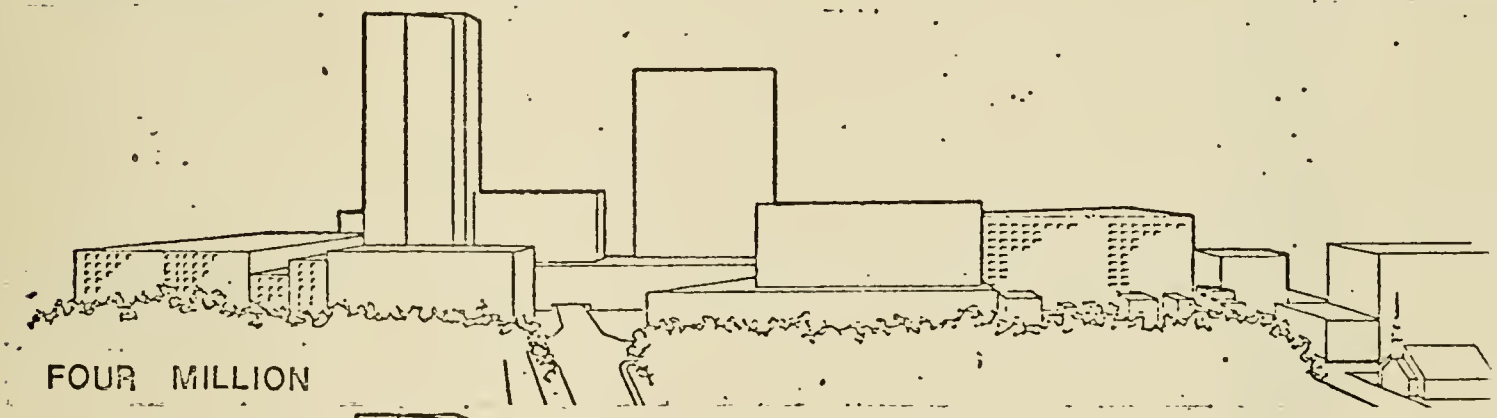
A COMPARISON OF ALTERNATIVE
DEVELOPMENT PROPOSALS FROM COMMON/GARDEN



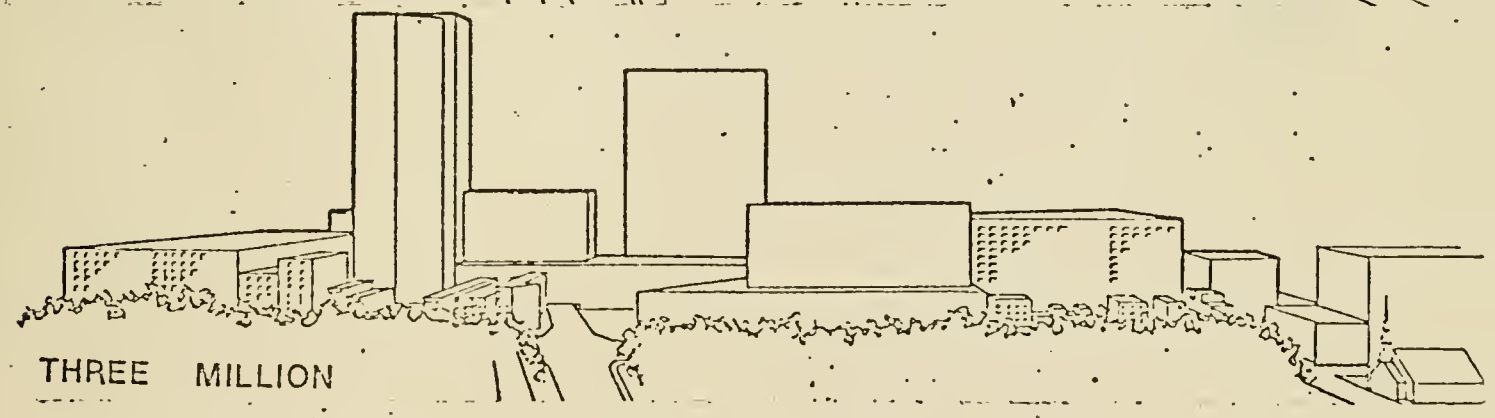
SIX MILLION



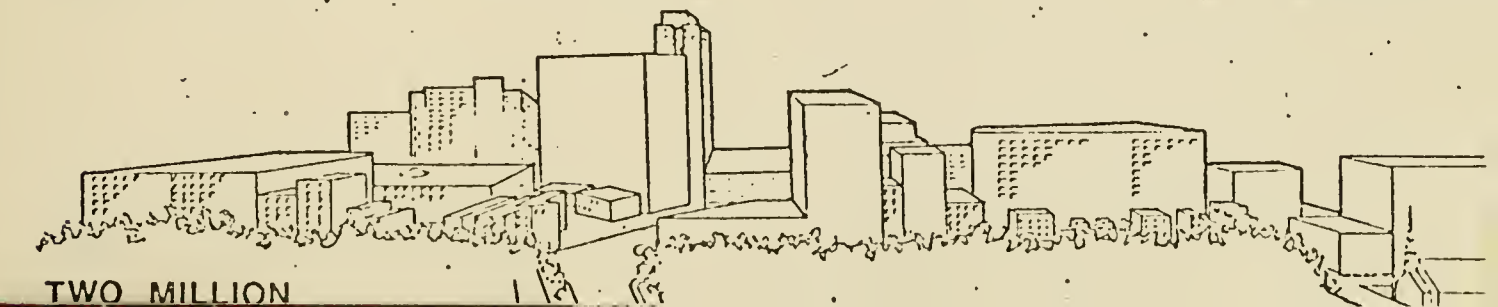
FIVE MILLION



FOUR MILLION



THREE MILLION



TWO MILLION

APPENDIX

BUILDING AREA BREAKDOWNS BY SUB-PARCELS AND BUILDING ELEMENTS

BUILDING AREA BREAKDOWNS - STATLER HILTON PARCEL
BOYLSTON STREET SUB-PARCEL (1,2)

Arlington/Boylston sub-parcel (1) Options 5M, 6M	Bldg. Areas	No. of Units
Retail		
11,750 sq.ft./flr		
2 flr (1 sub-grade)	23,500	
Offices		
23,500 sq.ft./flr		
34 flrs (12.5'-		
450' - 1 mechnl)	803,000	
TOTAL	826,500	
Hadassah/ Boylston sub-parcel (2) Options 5M,6M		
Retail		
22,925 sq.ft./flr		
2 flrs		
(1 sub-grade)	45,850	
Offices		
28,717 sq.ft./flr		
5 flrs	143,585	
Apartments		
11,050 sq.ft./flr		
9 apts/flr		
(1,200 sq.ft./flr)		
10 flrs (90'-190')	110,500	90
TOTAL	299,935	

BUILDING AREA BREAKDOWNS - PARK SQUARE PARCEL/BOYLSTON ST. SUB PARCEL (4)

All Options	Building Areas	No. of Units
Retail		
43,535 sq. ft./Floor 2 Floors (one sub-grade)	87,070	
Offices		
70,385 sq. ft./Floor 5 Floors	351,925	
Apartments		
19,500 sq. ft./Floor (300' x 65') 16 Apts./Floor (1,200 sq. ft./Apt.) 10 Floor (90' to 190')	195,000	160
TOTAL	633,995	

BUILDING AREA BREAKDOWNS - PARK SQUARE PARCEL/MOTOR MART SUB-PARCEL (5)

Options 3M,4M	Bldg. Area	No. of Units
Retail		
1 floor	42,165	
Parking		
52,160 sq. ft./flr		
140 cars/flr		
4 flrs (2nd - 5th)	208,640	560
Helix:		
9,648 sq. ft./flr		
5 flrs	48,240	
SUB-TOTAL	256,880	
Offices		
52,160 sq. ft./flr		
3 flrs	156,480	
TOTAL	455,525	
Alternate with Office Levels As Parking:		
120 cars/flr		
3 flrs	_____	360
TOTAL	455,525	920

Options 5M	Bldg. Area	No. of Units
Retail		
as per Options 3M,4M	42,165	
Parking		
52,160 sq. ft./flr		
140 cars/flr		
5 flrs (2nd - 6th)	260,800	700
Helix:		
9,648 sq. ft./flr		
6 flrs	57,888	
SUB-TOTAL	318,688	
Offices		
52,160 sq. ft./flr		
2 flrs	104,320	
TOTAL	465,173	

Options 6M (Note: Motor Mart rebuilt to same dimensions)	Bldg. Area	No. of Units
Retail		
as per Options 3M,4M	42,165	
Parking		
52,160 sq. ft./flr		
140 cars/flr		
6 flrs (2nd - 7th)	312,960	860
Helix:		
9,648 sq. ft./flr		
7 flrs	67,536	
SUB-TOTAL	380,496	
Offices		
52,160 sq. ft./flr		
1 flr	52,160	
SUB-TOTAL	474,821	
Apartments Tower		
12,000 sq. ft./flr (80' x 150')		
10 apts/flr (1,200 sq. ft./apt)		
36 flrs (90' to 450')	432,000	370
	906,821	

Note: The above areas exclude convention facilities for hotel located on roof of Motor Mart.

BUILDING AREA BREAKDOWNS - PARK SQUARE PARCEL/STUART ST. SUB-PARCEL (6)

Options 3M,4M	Bldg. Area	No. of Units	Options 5M	Bldg. Area	No. of Units	Option 6M	Bldg. Area	No. of Units
Retail			Retail			Retail		
15,400 sq. ft./flr			as per Options	30,800		as per Options	30,800	
2 Floors	30,800		3M,4M			3M,4M		
Parking			Parking			Parking		
3rd Floor	37,440	118	3rd to 5th Floor			3rd to 6th Floor		
4th Floor	37,400	126	as per Option 3M,4M	112,320	370	as per Options 5M	149,760	496
5th Floor	37,400	126	6th Floor	37,440	126	7th Floor	37,440	126
Sub-Total	112,320	370		149,760	496		187,200	622
Apartments			Apartments			Apartments		
13,000 sq. ft./flr			as per Option 3M,4M			as per Option 5M		
(200' x 65')								
11 apts/flr								
(1,200 sq. ft./flr/apt)	130,000	110		130,000	110		130,000	110
10 floors								
Sub-Total	273,120			273,120			348,000	
Hotel			Hotel			Hotel		
Tower:			Tower:			as per options 5M		
13,000 sq. ft./flr			as per options			(convention flr in		
(200' x 65')			3M,4M			parking structure with		
28 rooms/flr						reduced height)		
(465 sq. ft/room)								
29 floors								
(80' x 390')	377,000	812		377,000	812			
Convention			Convention			Convention		
(Hotel structure)			(Hotel structure)			(Hotel structure)		
Roof of parking/	62,500		as per Options 3M,4M	62,500				
office block								
8 flrs of tower	104,000			104,000				
Convention			Convention					
(Prkg. Structure)			(Prkg. Structure)					
37,440 sq. ft./flr			37,440 sq. ft./flr					
2 floors	74,380		1 floor	37,440				
HOTEL SUB-TOTAL	640,380	812	HOTEL SUB-TOTAL	602,940	812	HOTEL SUB-TOTAL/	602,940	812
(775 sq. ft./room			(745 sq. ft./room					
TOTAL	913,500		TOTAL	913,500		TOTAL	950,940	

NOTE: The above areas include convention facilities for hotel on roof of Motor Mart

BUILDING AREA BREAKDOWNS - ELIOT ST. GARAGE PARCEL
BOYLSTON STREET SUB-PARCEL (7,8)

Boylston Place sub-parcel Options 4M,5M,6M	Bldg. Areas	No. of Units
Retail		
17,280 sq.ft./flr	34,560	
2 flrs		
(1 sub-grade)		
Offices		
24,600 sq.ft./flr		
9 flrs (to 125')	221,400	
TOTAL	255,960	
Piano Row sub-parcel: Options 4M,5M,6M		
Retail		
8,900 sq.ft./flr		
2 flrs		
(1 sub-grade)	17,800	
Offices		
17,211 sq.ft./flr		
9 flrs	154,899	
TOTAL	172,699	
Option 4M,5M,6M Piano Row + Boylston Pl. sub-parcel	428,659	

BUILDING AREA BREAKDOWNS - ELIOT ST. GARAGE PARCEL/STUART ST. SUB-PARCEL (9, 10)

Options 3M,4M Major Use - Apt. Tower	Bldg. Areas	No. of Units
Retail 19,510 sq. ft./flr 2 flrs	39,020	
Parking 64,550 sq. ft./flr 215 cars/flr 3 flrs	193,650	645
Helix: 9,648 sq. ft./flr 5 flrs	48,240	
	241,890	
Offices 70,000 sq. ft./flr 3 flrs	210,000	
SUB-TOTAL	490,910	
Apt. Tower 24,00 sq. ft./flr-avg. (65' x 370') 20 apts/flr-avg. (1,175 sq. ft./apt) 37 flrs (80' - 450')	850,000	725
TOTAL	1,340,910	

Options 5M Major use- Apt. Tower	Bldg. Areas	No. of Units
Retail as per Option 3M,4M	39,020	
Parking 64,550 sq. ft./flr 215 cars/flr 4 flrs	259,200	860
Helix: 9,648 sq. ft./flr 6 flrs	57,880	
	317,088	
Offices 70,00 sq. ft./flr 2 flrs	140,000	
SUB-TOTAL	496,108	
Apt. Tower as per Option 3M,4M	850,000	725
TOTAL	1,346,108	

Options 6M Major use- Apt. Tower	Bldg. Areas	No. of Units
Retail as per Options 3M,4M	39,020	
Parking 64,550 sq. ft./flr 215 cars/flr 5 flrs	322,750	1,075
Helix: 9,648 sq. ft./flr 7 flrs	67,536	
	390,286	
Offices 70,000 sq. ft./flr 1 flr	70,000	
SUB-TOTAL	499,306	
Apt. Tower as per Option 3M,4M	850,000	725
TOTAL	1,349,306	

Option Band C Major use- Office Towers	Bldg. Areas
Retail, Parking, Offices as per Options A,D,E	490,910
Office Tower 26,000 sq. ft./flr 29 flrs (80' to 450'-1 mechan.)	754,000
TOTAL	1,244,910

BUILDING AREA BREAKDOWNS - SAXON THEATER PARCEL (11)

Option 6M	Building Areas	No. of Units
Retail 15,600 sq. ft./flr (130' x 120')	31,200	
Parking 27,000 sq. ft./flr (180' x 150') 82 cars/flr 7 flrs	189,000	574
Offices 30,000 sq. ft./flr 1 flr	30,000	
Apartment Tower 12,000 sq. ft./tower (80' x 150') 10 apts/flr (1,200 sq. ft./apt.) 19 flrs (80' to 270')	228,000	190
TOTAL	478,200	